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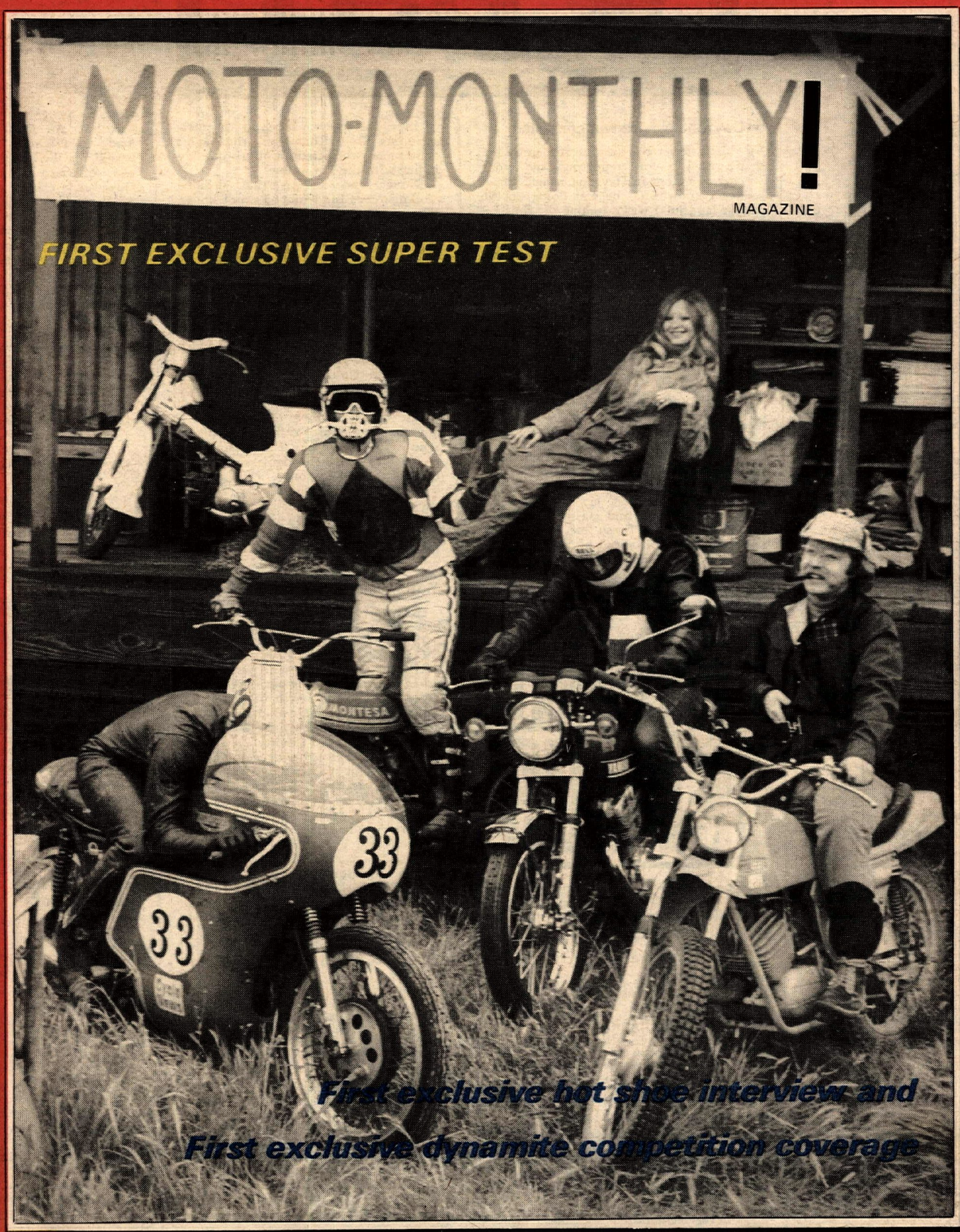

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NEWSPAPER

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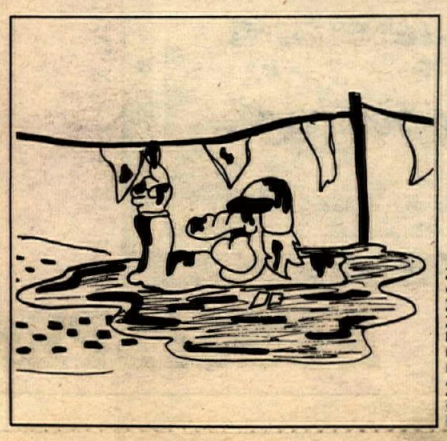

TOM BRENNAN

VOICES OF THE WEST

Daytona Novice win contested

This letter has been prompted by the poor job of reporting by your correspondent in Daytona Beach, Fla. I don't know what he was doing on the last lap, but I was watching the finish, a finish not at all like your story told.

Before I go any further, I would like to establish my position in writing this letter; the two people involved, John Volkman and Skip Aksland, are both personal friends of mine, and I feel that I am in an unbiased position concerning the finish.

At the beginning of the last lap of the Novice race, I gave Volkman a "plus six" pit signal, which of course meant that he had a six second lead over second position, who, at that time was Skip Aksland, very closely followed by Chuck Jordan. Volkman then received the White flag, and continued on.

According to your article, Volkman's bike started to sour; maybe, but that is not important. What is important is, in turning the fastest lap of the race, Aksland caught and passed Volkman, and crossed the finish line, at least one full bike length ahead of Volkman, the AMA's and your proclaimed winner. In fact, Chuck Jordan, the third place rider, nearly passed John too, being only half a bike length back at the checker.

Everyone knew who won the race, including Roxy Rockwood, the AMA's announcer, who sits in a booth directly in line with the Finish line.

Now, who it was that decided Volkman was the winner I don't know. What I do know is that one talented young rider was cruelly robbed of a legitamate win, and another talented rider was saddled with a win he neither deserved nor wanted, but had little recourse but to accept it.

The AMA was not recipient to any pleas or protests, official or otherwise, even though official results were not posted until late in the evening, when few people were even at the track.

I would like to ask anyone who reads this paper and was at Daytona for the Novice race, to write the AMA and tell them what you saw. (Even better, if anyone has a photo of the finish, please send it to *Cycle News*. I am certain the photo will prove me right, and just as certain, the AMA wrong.

I really wish there was another pro-racing organization, I'd join it right now.

MIKE DEVLIN
El Cajon, Calif.

Motorcycle legislation

Registered voters in the County of San Diego should sign immediately a petition to put on the ballot a CONTROLLED GROWTH ORDINANCE, which will prevent the urban sprawl devouring our open spaces. Zero Population Growth of San Diego and a group of concerned citizens called PEOPLE NEED are going to give the voters of San Diego County a chance to vote for the reasonable development of San Diego and against the deterioration to Los Angeles congestion.

Motorcyclists in San Digeo should sign and support this petition to protect our few remaining recreation areas. Petitions are available at: Yamaha of Pacific Beach, Kon-Tiki Motorcycles, House of Honda, Zero Population Growth, (714) 291-4650, law offices of Dr. Benny Chien, (714) 239-0462, and PEOPLE NEED, P.O. Box 9538, San Diego, 92109.

BENNY CHIEN, M.D., J.D.
San Diego, Calif.

Sierra Club film comment

After reading a letter sent by a viewer of the film on the off road controversy, I felt I must write you. A view shared by many at the showing of this film at the Carlsbad library was that it presented the facts. The people who thought it biased were those who may be the worst violators of our natural desert resources.

The one point, I think, that came to everyone's mind is the need for division of the desert. This is something we must strive for; an equal division of the desert.

The movie, surprisingly, was financed by the Sierra Club. It was fair to off-road users considering that fact. Hopefully it will reach people who would otherwise ignore anything having to do with the Sierra Club.

There's no one who likes to "do it in the dirt" more than I, so I hope this film can be put on network TV. Hopefully it will help people who abuse nature to see themselves in the proper perspective.

P.C. HEFFERLIN
Oceanside, Calif.

There are at least two different films credited to "The Sierra Club" concerning ORV use. One, directed by George Anderson, is, to be kind, somewhat biased. Another, put together largely by Ms. Howard Allen, at least attempts to be somewhat reasonable, even though it contains some erroneous assumptions (such as the suggestion that ORV parks would be an acceptable substitute for desert riding.) How do you know you both wrote in about the same film?. . .Ed.

V.O.T.E. tabulation

During the second day of the recent VOTE two day trial, it became apparent that the time limit was too short for the loop, causing many of the riders a hardship. An immediate decision was made to extend a thirty minute grace period for the benefit of the riders, and the official clock was set back. However, we later were reminded that ATA rules prohibit changing the time limit after the start of the event. Unfortunately many of the riders had heard of the grace period and also forgot about the ATA time limit rule. In compliance with the ATA rule, final scoring was based on the original announced time limit and scoring system with one point per overtime minute added to the late riders' scores. Some riders were unhappy since they felt that our mistake had adverseley affected their performance in the event.

VOTE apologizes to the riders, our fellow ATA clubs, and the ATA for our well intentioned mistake.

BOYD BERNARD, Pres.
Valley Observed Trials Enthusiasts

Speedy apology

If the following words are put a bit akwardly, please understand that this will not be the easiest letter I have written.

Over the past week, since the World Champions Series ended in Costa Mesa, there has been time to calm down; let the tension fade away, and reflect on "our incident."

In this calm, relaxed, and reflective mood, I want to apologize for my actions toward you at the conclusion of Sunday's event.

We've both raced around the world, Bert, and have both seen tempers and fists flare before. I'm not trying to excuse what happened, just stating basic facts. It will undoubtedly happen again somewhere, sometime — but I do not intend to be a part of it.

Bert, will you stretch your hand across the Atlantic halfway, shake mine, and let us meet as friendly rivals and rivaling friends at the next World Champions Series?

MIKE BAST

And all this time everyone thought it was a promotional gimmick. . .Ed.)

Hopetown hopin'

I read in the March edition of "Dirt Bike," that there might be another Hopetown GP this year. They said if they don't build houses by next Fall on the land they have been using for Hopetown, there may be another GP.

I and many others feel if they put on Hopetown once again that it would be a bigger success than last year, because it is so well known now.

I couldn't believe the big crowds last year, everyone was having a real far-out time, enjoying themselves, watching the races. Everything was well organized and this year it could be better. Let's keep up the tradition and make it the 16th annual Hopetown GP.

DANA STENERSEN
San Clemente, Calif.

INTERNAL SPECS

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After "Motomonthly!", you'll never need another slick magazine

ON THE COVER: You'll probably recognize all the guys on the cover of "Motomonthly!" — a one-time only special. None of them work here. Lame Camel's pseudo-photo.

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THE LATEST POOP BY PAPA WEALEY

MEXICAN ENDUROS are getting to be all the rage. New riding country, generally friendly people, and all that good beer. The heavy-duty Tecate 500 was last weekend and now the CRC is sponsoring the Gringo 100 starting and ending in Ensenada on April 27. There'll be a bike parade through town to start it and a trophy party in Ensenada Saturday night to end it. Pennzoil is providing the oil and the CRC the gas.

PENTON CENTRAL. Straight from the World Tabernacle of Pentonism in Lorrain, Ohio comes the true word on the availability of the new 357cc KTM-engined Penton. They are expecting two production models; probably, one motocross and one enduro, within a month and should have the 500 class machines in quantity by mid-May.

MORE NEW BIKES. There is reportedly one (1) 1000cc Honda shaft-drive motorcycle in the United States. Production could start as early as September. Number one strikes back!

Took a ride up Duarte, California way the other day to see how the new combined Triumph/Norton operation is coming. The front offices were still in a state of redecorating inherited from the old regime, and in the back a busy crew was catching up with shipping parts orders. Now that Triumphs are flowing from the factory again, there was a fair stock of new bikes in crates and cubic acres of parts to keep the sold ones running. Things seem to be looking up for the British motorcycle industry.

Racing in the AMA Regional Championships? Better get your Cycle News stickies stuck on – if you plan to finish in the first three, that is. $25 will be paid to each of the first three winners in the Novice, Junior and Expert class, provided the CN registered Trade Mark, patented logotype is prominently displayed. CN stickies can be had by sending a self-addressed 10 cent stamped envelope to any Cycle News office.

Why is it that every time you insert the little tube into the finger control release atop a can of chain lube, it squirts all over your hand? Psssst.

If you ride long enough on your Yamaha 500 it gives you an impression of the seat on your seat. Of course this can only be noted by someone standing behind you while you are practicing streaking in your front room.

Ms. Cal Rayborn was the recipient of $15,000 at the recent memorial event held at South Bay in San Diego. The earlier figure of $5,000 was a bit off.

Evel Knievel, Evel Knievel and more Evel Knievel will be presented on T.V. in the upcoming months both as an upcoming series and as specials, incidentally the two-weekend long Labor Day spectacular at the Snake River culminating with the jump will encompass a total $$ week of 1,250,000 in purses.

Dick Brownell, former Mayor of Pomona, Calif., is running for the state Assembly in the newly-formed 65th District, (Pomona, Montclair, Ontario, Chino and Upland). See CN West, April 18, 1972 page 14 for Dick's particulars. Mr. Brownell is a bike enthusiast and is the man to vote for in the primary election June 4. He is running as a Republican, so if you want to help get a friend on the ballot, you'll have to register or re-register as a Republican, if you live in the 65th District. You can vote any way you wish in the general election, no matter how you are registered.

MONEY, HONEY – Bob Anderson, Mike Conway, Bill Crawford, Blaine & Mary Dickson, Tim Elliott, Dave Evans, Mark Habbeshaw, Turkey McBill, Sandi Martin, Alden Sheridan, Bob Strobel, Dan Wade, Jed Wilcox, Maurice Wilson, we owe money to you all for your contributions to our rag, but our turkey Calendar and Managing Editors lost your addresses before the nice lady in the other office could stuff your checks in an envelope! Drop us your true, correct address to Dept. Payola, and it's INSTANT MONEY!! Well, almost. . .

During the long layoff in the AMA National circuit until the San Jose Mile May 19, those among the championship circus who fancy themselves road racers will be off in Europe road racing: the rich Imola 200 April 7 and the Players' Anglo-American Match Races April 12-15. The rest of the crew, who still groove on dirt, will be in our bailiwick most of the month of April, running a steady schedule of AMA half miles: Ascot's Friday night Silver medal series, South Bay's March 30 Saturday night program, and San Jose's April 7 daytime show, just for openers.

Speedway Racing Association is trying something new as the 1974 season opens at Irwindale. The top twenty points earners from last year automatically move to first division. The rest of the regular competitors (some 80 in all) get to hassle it out for the remaining 30 first division slots in a two night round robin points qualifying series. Both Saturday night programs of 40 races each are slated for Irwindale, March 30 and April 6, from 6 p.m. Proceeds will go into the SRA benevolent fund.

One staffer upon his graduation from road race school said to another staffer. . ."Listen, when you come off that freeway ramp stick your leg way out, lean over, and gas it. . .like this, see?" I always wondered what caused the sparkle in his eye.

And just a word for those of you who at this moment are harboring ill will towards Cycle News because of our last week's spoof. Within the confines of the back pages you should find enough April foolery to satisfy all your little heart's desire.

The AMA and Executive Travel of Atlanta have teamed up in order to make charter flight arrangements available for the 49th Six Days Trial in Italy. Anyone with an AMA membership of at least six months will be eligible for the flights, along with ISDT participants and their families. Now you won't have to fly Freelandia, or Banana Republic Airways. . .or do you?

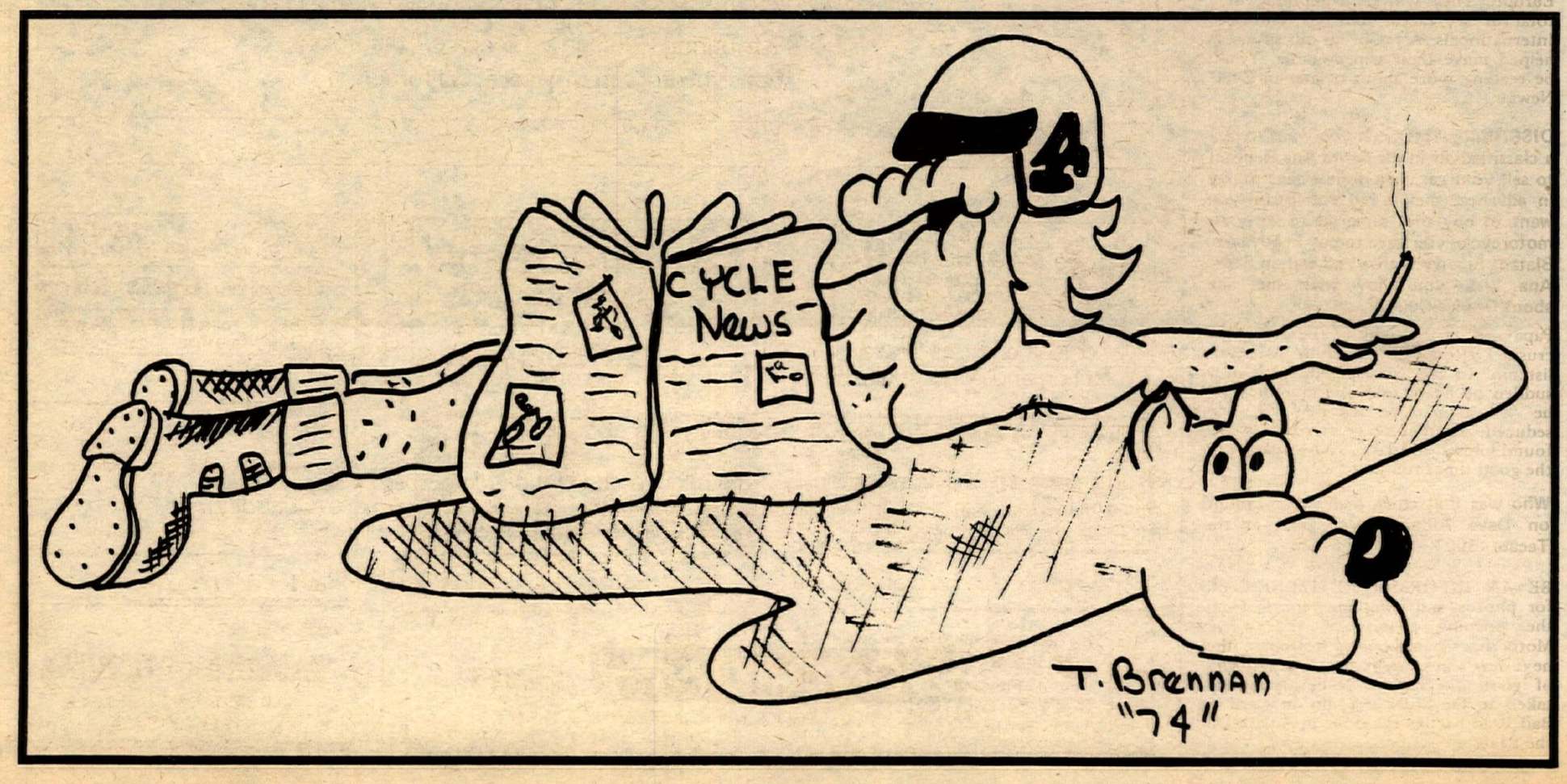
STILL MORE NEW BIKES. Norton Villiers Triumph have promised a line of new British motorcycles over the next few years. One new English bike that won't strickly be an NVT product is a 750 or 650 twin that will bear an uncanny resemblance to a Triumph but won't be. Likely name for it is the Ameriden. Availability? About 60 days.

A friend of ours has been averaging 95 miles per gallon on his Honda CB100. And we thought the Honda XL175 was miserly!

Sign seen at a gas station in Long Beach: FREE GAS to female streakers, inquire for details.

"I say theah". . .ten very rare British motorcycles will be auctioned from the James C. Leake collection on May 26, in Arlington, Texas. There are two Brough Superiors, a 1938 S.S. 100 twin, and a 1931 S.S. 80 twin. Along with these are; two Norton Manx, 1955 Vincent HRD Black Shadow, 1955 Vincent Rapide, 1935 Excelsior Manxman, 1967 Velocette, 1950 Sunbean SS, and a 1967 Triumph Tiger 90.

THE JUMP. At last and for real, Evel Knievel will be jumping Idaho's Snake River Canyon in his steamjet-powered "Harley-Davidson" Skycycle around Labor Day this year, 1974, for sure. He announced it at a Harley dealers' conference and has committed himself to go the whole way. The Canyon Jump is on!



Contrary to what you may read elsewhere, it really costs $3.50 for an adult to watch the Ascot Half-mile this coming Friday.

One rider who won't be at Ascot for a while is Don Castro of Team Yamaha. He suffered a broken right ankle, three broken ribs, and a torn-up left knee (the worst injury known to racers) at the Cal Rayborn Benefit Memorial race. He will, unfortunately, be out of competition for several months. He will be at Mills Memorial Hospital, So. San Mateo Dr., San Mateo, Calif. 94501 for at least a week. That's a bummer for Don who was really getting his act together. A "get well" card never hurts.

DEPT. OF CORRECTION. The sidehack that we think won the Great Bear Grand Prix was labeled as being piloted by Bell/Ridyard. The program had the wrong number and the Honda Four really had Mike Haller in the saddle and Chas. Swenson piloting. It is built and owned by Jon Ward and is a very sano rig with disc brakes, mag wheels, etc. They still don't know for sure if they won or not.

PASTA POWER. Walter Villa won the opening round of the Italian national road racing championship with a 28 second lead on a new 250cc water-cooled Harley-Davidson setting a new track record and, significantly, beating the Yamahas.

Randall & Sons, a major insurance company, are now offering event insurance for both professional and high school promoters. Vic Wilson, who runs Saddleback Park, thinks it's a good package. Might be worth looking into for your next event. Gotta have the insurance, anyway.

ALL SATURDAY ENTRIES for the Dirt Diggers North Hangtown National Motocross this weekend are closed. There are no post entries but there is free camping. Racers will ride regardless of weather (for a change) for some $13,000 in purses and contingencies.

South Bay Speedway, however, was genuinely rained out the night of April 6. Tom White set fast time, but they only got two Novice heats before the flood. Rain date is April 20.

Road racers were disappointed, too, as CMC's March 31 OCIR date was cancelled. All pre-entries will carry over to the next meet, May 5.

The sidehack teams of Bell/Ridyard and Monahan/Ramsdon (Number One D-37 hack) will be leaving April 27 for Europe. They will be competing in a total of six races; four GP and two Internationals. A lot of far out sponsors helped make their trip possible. You'll be reading more about it later in Cycle News.

DISCRIMINATION: If you want to buy a classified ad in the Santa Ana Register to sell your car, you do not have to pay in advance; they'll bill you. But if you want to buy that same ad to sell your motorcycle, you have to pay in advance. Blatant bigotry is alive and well in Santa Ana. Well, you know what they say about Orange County.

Papa was on the freeway the other day crusin' along in his four wheeler, listenin' to the wireless when all of a sudden he hears someone mumble that he "...Jumped on his new Z1, was seduced, and before he ran out of gas found himself in Idaho." Now really can the good times roll that far?

Who was that chick seen riding around on Dave Aldana's trail bike at the Tecate 500?

BE AN INFORMED CITIZEN. Look for photos and complete reports from the opening rounds of the World Motocross Championship season in the next few weeks right here in the pages of good old Psycho Nudes. Pomeroy takes on the 250s in Spain on April 7. Bad Brad battles the 500s in Austria on the 21st.

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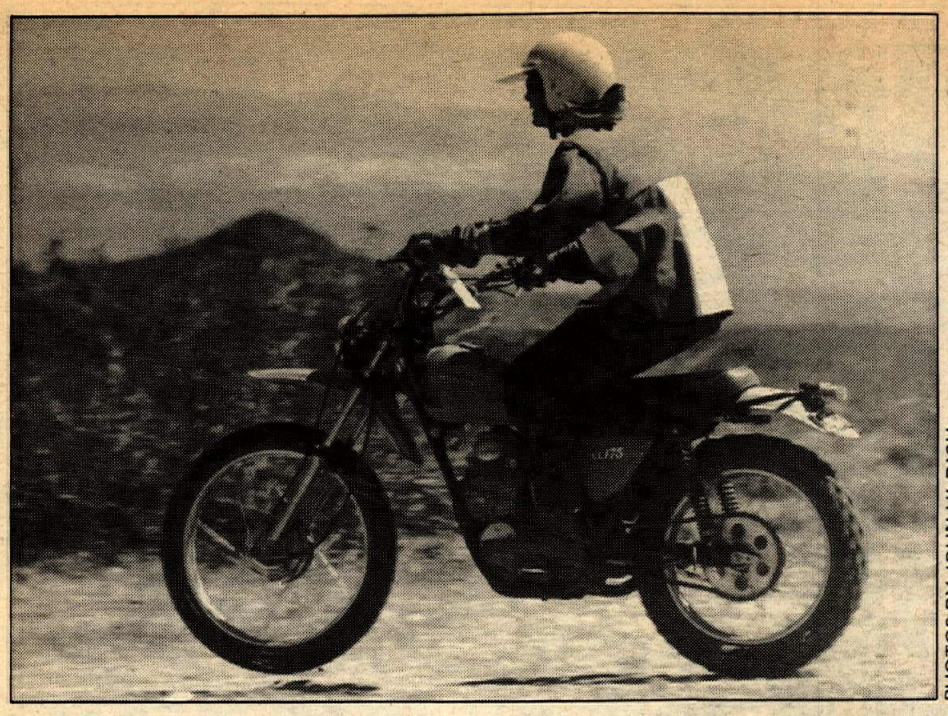


PHOTOS BY JOHN ULRICH

Gettin' Lame at the URA Lame Puppy: Who put that rock there ?

By John Ulrich (with a little help from his friends)

WAGON WHEEL CAFE NEAR RED MOUNTAIN, CAL., MARCH 31

By the time I reached the line behind, next to, or in front of 800 other people who showed up to ride the United Racing Associa-

tion's 106-mile, three loop Lame Puppy Enduro in the best possible weather, I was really stoked.

Climbing out of drizzles in the LA basin into the sunshine of the desert the day before was great. The pale pastel hues of red, yellow, and violet wildflowers spread in patches on the rolling hills of the Red Mountain mining country added to it. The clarity of the air at dawn Sunday, after a wind storm the day before, was so acute it seemed it could be shaped into a razor-sharp knife and used to slice chunks out of the filthy urbansprawl air I'm used to.

My bike was running really strong. I had geared it lower at URA Honcho Larry Langley's suggestion: he said there was one hill on the third loop he had to climb in first on his Honda, and that meant, in capital letters, BIG! I was having a little trouble getting used to my DKW's new Konis, until I noticed I could travel about ten miles an hour faster over rough stuff than before . . . I decided I liked them.

I had a little side bet on the race with one Racin' Jason Crook, a local dude I had run into at a high school motocross the day before in Ridgecrest. I was feeling great, my bike was fine, and I was going to stomp that turkey into the ground by zeroing every check. It was that kind of day, that kind of feeling.

Steve Keull was on my minute, along with his wife and cohort Carolyn, their daughter, and the dude in the Backcountry Jacket ad seen in the Great Bear GP program. I had nothing to worry about as far as timekeeping went; all I had to do was get ahead a little, take some far-out pictures, and then wait for Steve and company to come along. I could follow them into a check, zero it, and then screw around for the next five free miles before the next possible check. It would be great.

I didn't work. It was swell on the first part of the first loop, after a flag-girl-manned highway crossing and some trails running along, over, and around the flower-bedecked mounds that make the area look like a green waterbed with waves in it. I took pictures, gassed it, took pictures, gassed it, etc. Everything was swell until the time Steve waved me past. Fine, thought I, he knows what's happening. I ran ahead right up to 4.9 miles from the start, got some shots, took off until the time change at 5.0, and waited. Steve pulled up, yelled "We're behind," and we split. The first check was a few tenths further on. I'm down three minutes already, and I have this feeling Crook just won his bet. One of these days I'm going to have to buy a watch . . .

URA has the art of laying out lots of mileage in a relatively small area without becoming redundant. This first loop was switching back and forth, using most of the best terrain available, with few roads and few long straights. It was the absolute best first "easy family" loop I have ever seen. Some kids had trouble with the dust, since the URA water truck didn't make it. (That's a joke.) It was perfect for the day.

There was just enough sandwash to give riders a taste. The two significant hills had a "hard way-easy way" choice at the bottom so the kids wouldn't have to get scared, but the advanced riders could have some fun. It gave first time riders some respect for enduros without being too hard. The loop location provided magnificent vistas and superb scenery, which you could watch because the terrain was not over-used with an advanced case of whoop-dees, a problem encountered in many family enduros.

The view was so enticing, in fact, that photo taking cost me another eight points total for the next two checks. Then it was blitz time, making up six minutes in as many miles to catch Carolyn Kuell, who was timekeeping while Steve hung back helping along his daughter. Carolyn led us in for a zero at the finish check, a tie-breaker timed check to discourage racing to the finish. Dragging boot toes in corners, WFO in washes and on trails to make up time, I guess I didn't quite do what they wanted.

In spite of being determined to get serious on the second of three loops, I missed my start time by two minutes. Gassing it good off the line, I was moving at twice the required speed. Less than two miles out there was this little choice of lines in the trail. One was smooth, and one had a six-inch rock lip, with the high side of the step ahead of me. Since the DKW had been doing such a fine job of correcting for all my errors, I decided not to alter my approach for the smooth line. What could there be to it? Just loft the front wheel, and . . .

My visor kicked up a spray of dirt and pebbles as I slid at 40 MPH on my belly. The face protector built into my Star shoveled the debris right into my mouth, which was open in a gasp of astonishment. It was unreal. As I slid I knew I wasn't ruined because I could remember flying over the bars as the rear end came over the front. The slide ended in a bush. After determining nothing seemed broken, I sat up.

Rider 99c stopped to help about the time I saw the DKW lying sideways on top of a two foot by three foot boulder. The visible front end bolt-on stuff was destroyed. Dollar signs blinked on and off at the sight of the smashed VDO speedometer, the twisted bars, the broken Preston Petty fender and toolbox (at least they're guaranteed), the mangled controls and bashed tank. The new pipe and silencer I had just installed were both in somewhat less than new condition, also.

I watched as other riders approached, and some took the same line I had taken. Since they were going about 20 MPH, their rear ends only kicked up two feet or so, instead of standing them on their noses.

My knee hurt, it was hard to walk, and for me, the Lame Puppy was over before I had even seen the best parts.

But for others (boy, I sure am glad I had friends out there to tell me about the second and third loops), it wasn't over at all.

Steve Keull described the second loop as being "all fun for good C riders and up.

"It was well marked, well thought out, and the speeds were perfect." Steve and Carolyn took the "easy way" at second-loop "hard way-easy way" choices because they expected URA to have some tough stuff in the third loop. "You could look at the scenery and still stay on time. The terrain was really good, but the dust looks like it's back for the season."

URA dudes billed the second loop as "challenging for C riders." About twenty riders cut the course and went directly to a check they spotted from a hilltop, only to find that they had missed over five miles of the course by not following the ribbon. In that stretch they missed a check, so they were all disqualified.

The first check of the second loop was off by about six minutes since the check people started the flip cards wrong. The check was thrown out.

Only A and B riders had to take on the 38.8 mile third loop. It had in it just about everything, from lots of rocky sections by family enduro standards, sand, uphills, downhills, and fast averages. "All the speeds were attainable," says Keull, "but I don't think anybody zeroed the third loop. It would have made a real nice loop for a D-37 run."

The loop had a tight canyon with a six MPH average and finished off with a railroad track crossing four miles from the finish. After riding 100 miles of URA enduro, the riders just didn't toss their bikes on their backs and walk over the tracks, according to Keull. The last third loop check was thrown out because checkers set it up one mile off due to a similarity of markings in the area.

Like the first and second loops, the third was surrounded by wildflowers.

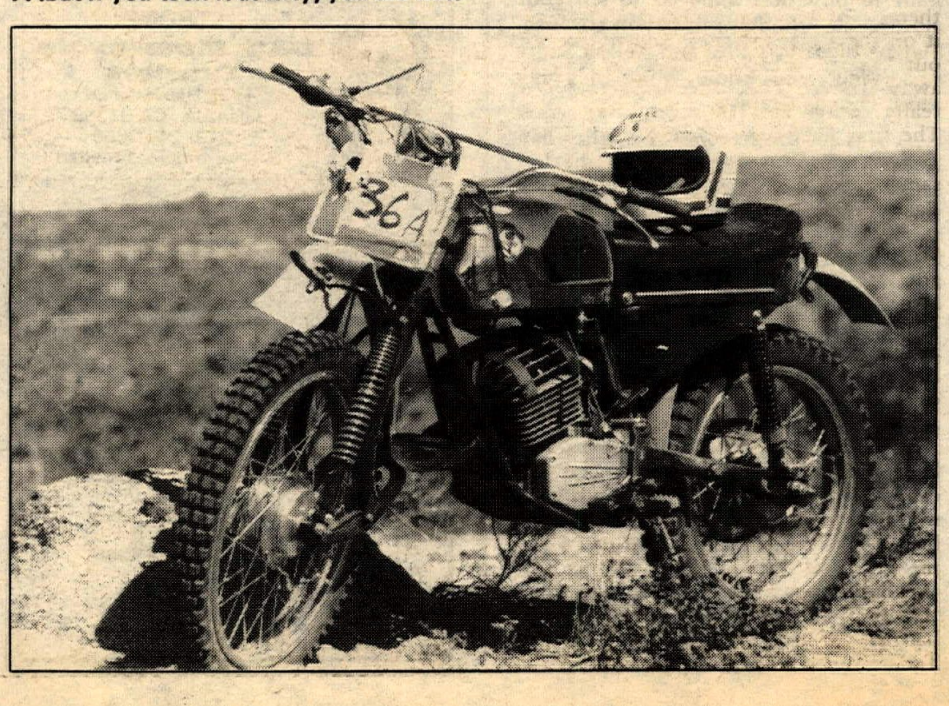
The best information available at press time indicates that Carl Price (Team Mettco), Jack Coode, Gary Hickman, and Sam Lyman (Cooper) are all in contention for first overall.

International Racing Radio Crew (IRRC) was on hand for communications and first aid service. Saturday night a streaker ran around wearing only a Bell Star and a kidney belt. Observers weren't sure if it was male or female. (Must have been the beer.) The same streaker didn't show Sunday.

For most people, the enduro ended in the late afternoon. For me, of course, it ended a little early. But what really hurt was the start of the long drive home. Just before the Trona road turned into a scarlet stretch of pavement (they must have used Red Mountain gravel in it), the second loop course cut close to the highway. As the old red Cycle News van trundled along filled with broken DKW components and a sore rider, I looked out at the beautiful view and the riders on the trail. Right there were Steve and, a little ways back, Carolyn riding on my minute, where I should have been. But I wasn't. It was over.

There was this little rock lip, see, and if you took it at twenty you did this. . .

. . .but if you took it at fifty, you did this.



Tougher than the ISDT and a lot harder to cheat

Tecate 500 Enduro

By John Huetter

BAJA CALIFORNIA NORTH, MEXICO, MARCH 30-31

Why would more than 250 reasonably sane people pay $45 a piece to have their bodies abused in Mexico? Because some folks like riding in Baja with no other reason needed; some bikers continually look for unreasonable challenge; and some because the Tecate 500 enduro "is there," like the British mountain climber said.

Los Ancianos M.C. of San Diego strung together 489.4 miles of incredibly remote, difficult, and little seen or used routes through the Northern section of Baja California from Tecate, in the Central Highlands, to San Felipe, on the Sea of Cortez. You rode south on Saturday. On Sunday, the survivors started back north to Tecate over a different route.

There's a strong temptation at this point to follow the common format of enduro reporting and describe the course, but 500 miles worth of description in a place as varied and challenging to the biker as Baja would fill all the pages of this paper. The course included, honestly, everything — good and bad. It ran from cool pine-studded central plateau past lakes and streams, which many can't even realize exist in Baja; over the longest, most brutal sort of rock runs impossible to describe — they must be experienced; down to high speed desert and sandwash; and on and off the two-lane blacktop.

The course was everywhere that the Los Ancianos had discovered in a year of weekend riding in Baja. Bruce Barlow was mainly responsible for linking it together with marking over the full 500 miles that was just enough the whole time. Organization and planning by the club for the 500 would make Al Eames envious.

The steep but correct entry fee included gas and Valvoline two-stroke oil, lunches both days (which were good, energy-giving, and welcome by noon check) and mandatory Mexican insurance. The club members were mostly low-key in doing a job in which the logistics alone staggers the common mind.

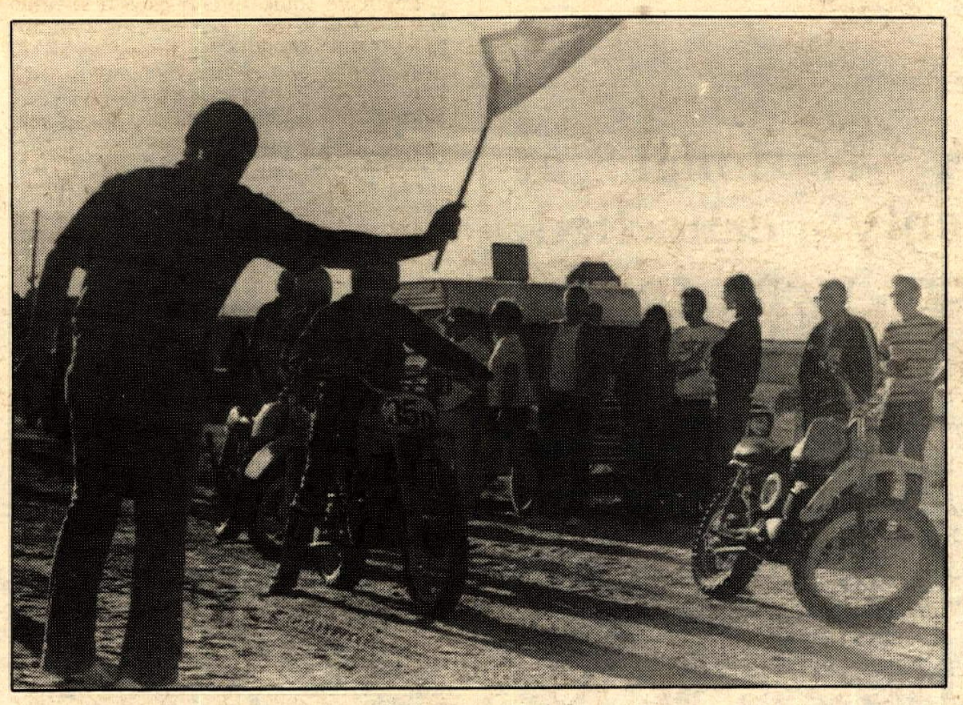
My ride ended 41.5 miles out on the first day when the gearbox on my DKW went bye-bye. I recovered to Tecate some time later to find Bill Messer (father of pro motocrossers Luke and Bob) also bikeless. His Bultaco had seized even before the DKW de-geared. (Now is the time for all "DKW gearbox" and "Bultaco piston" jokes. Hahaha. End of time. We didn't think it was funny.) We loaded up and made it the 250 miles and 1.5 six-packs of Corona by road to the finish in San Felipe and started looking for rides.

Funny thing happened when we got there. Not too many other riders made it on their bikes, either. Some were still out "there" which, in Baja, is very far away indeed. The route apparently got really snotty for 100 miles after lunch. The first 150 were actually kind of fun.

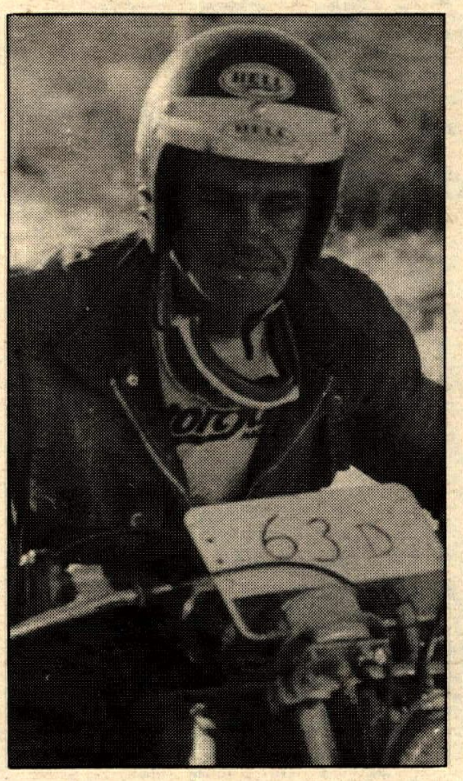
Lynn Wilson was done in by the same 10-mile long rockpile that broke Baja 500 winner Dick Miller's forearm.

"It's not really *hard*," she gasped, "but it sure is painful." Either your bike got wasted, or your body did, or both. Most of the speeds were between 30 and 40 MPH. That is hardly an enduro; it is a cross-country race. It is very fast in Baja. The slowest schedule speed by far of the whole enduro was the 12 MPH across (down) the rockpile.

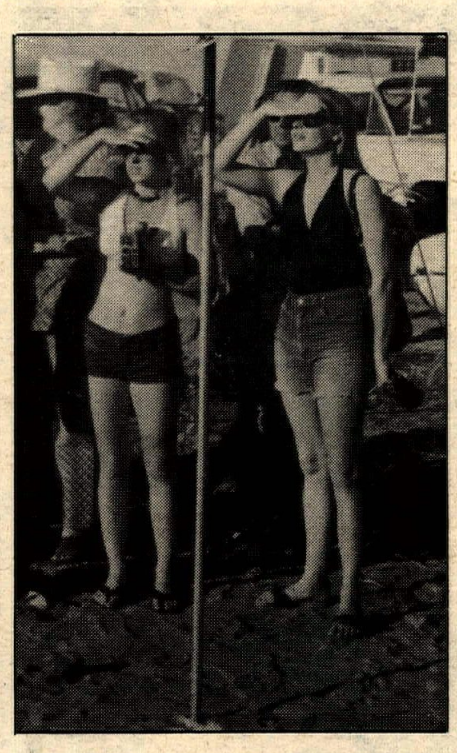
By Saturday night, Team Husqvarna had finished virtually intact and too early; Team Bultaco was on time but minus one member; Team Lame had both remaining members (on mis-matched Penton/KTMs) finish, and there were not as many tired, sore riders trying to sleep in San Felipe as there had been fresh, eager riders sleeping in Tecate the night before.



Not so many riders started on Sunday as started on Saturday. Some of those didn't get started on time.

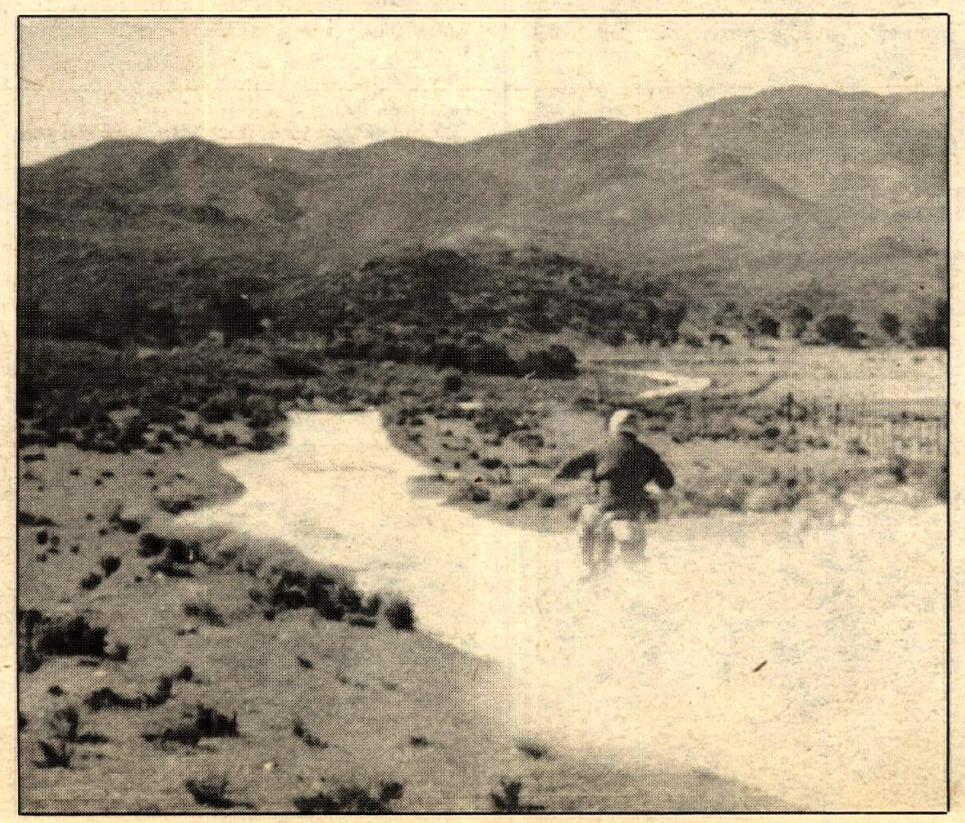


Dave Ekins looks tired.



He's out there somewhere. Waiting is nerve-wracking, led to cerveza consumption.

This was one of the nice, friendly, beautiful, 40 MPH sections.



About three 125s finished Saturday. It looked like Bill Friant (Pen) was closest to being on time. No 125cc machines and none of the three or four ladies that started the 500 miles were to finish it. I didn't see anything under a 250 running on Sunday or finish by check cut-off. The uphills on Sunday took care of that.

It was balmy and clear by the sea in San Felipe. Not many riders noticed as they tried to find comfortable positions for sore muscles to sleep in.

Two-hundred sixty had started Saturday, about 100 started Sunday, a total of 81 finished by the time the finish check in Tecate called it off.

The list of entrants and, consequently, finishers read much like a Who's Who of Baja Racers with some very serious enduroists added for variety. This was a very serious enduro. Dick Vick, Dick Miller, Bornhurst and Isherwood, Teams Husqvarna and Bultaco (including D-37 enduro ace Bob Steffan), Casey Folks from Las Vegas, all of them Baja 500 or 1000 winners, high finishers or, including the riders from Arizona, Nevada and Northern California, competent enduro riders in their areas, were there. Most of the good ones finished — if their bike didn't break, or they didn't.

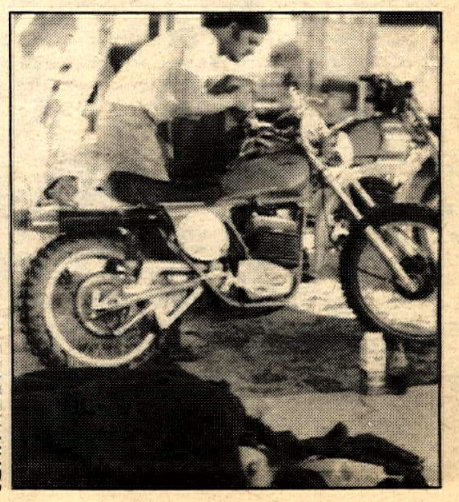
The motorcycle press was out in force for an event that spells "prestige" very large but most of those who finished, or finished well, were riders first and journalists, second. Dave Ekins of "Motorcyclist" was one of these but probably blew his overall win potential in the last few checks on Sunday. One of the best ways of staying on time in an event of this sort, by the way, is to have a start number that puts you between Dave and Bud Ekins. Team Lame lucked out and did. The system works pretty well — if you're fast enough.

The biggest terrain obstacles to overcome on Sunday were an incredibly narrow switchback climb on a burro trail up the eastern escarpment of the Sierra Juarez, an engine-eating sand uphill, and the heavy burden of 20 hours of riding fatigue. If you managed all that, there was more on and off the highway hopping, trying frantically to make up time. Gas checks were just close enough together to allow most riders to make it by going on reserve. Some didn't.

Anybody who finished had accomplished more than most riders ever attempt. The skilled and lucky 80 were mostly old hands at this kind of riding. Very few neophytes or "unknowns," proportionally, made it. A lot of broken bikes and tired riders stayed in San Felipe to drive back in vans on Sunday. Some just couldn't subject their bodies to any more punishment.

Baja presents very rough enduro terrain. It takes a certain mentality and type of skill to ride it, but the Tecate 500 has to be the best enduro I never finished. Results when they're figured out. •

A very strange parc ferme materialized under the pepper trees in San Felipe. Gassin up, trying to sleep, milk for the morning, Ron Castillo for the night.



JOHN HUETTER

NRA MX

Baymare turn-aways turn on

By Dale Brown

MOORPARK, CAL., MAR. 31

With the AMA National at Baymare suddenly cancelled, many of the riders went to the NRA motocross at nearby Valley Cycle Park instead.

Most of the riders were local go-fasters, like Mike Todd, Rick Salmon, Randy Berkeley, Jeff Blix and Mitch Mayes, plus a few out-of towners like Ron Huffman and Texan Kent Howerton.

They held sign-up until minutes before the first 250-Open Expert moto, in hopes of getting as many riders from Baymare as possible. There were a few late entries, and some of them took their practice laps during the 125 Beginner/Novice moto.

Mike Todd (Mai) took the early lead in the first 30 minute moto, followed by Rick Salmon (Mai) and Don Hicks (Mai). Todd, Hicks, Randy Berkeley and Mark Peters were the only entries in the Open class, all aboard Maicos.

Todd's carburetor soon fell apart, and the lead went to Hicks, followed by Salmon, Berkeley, Jeff Blix (YZ) and Kent Howerton (Hus). Berkeley got past Salmon (still the 250 leader) and inherited the lead when Hicks' expansion chamber came adrift. Meanwhile, Howerton was starting to put pressure on Blix for the second 250 spot. When the white flag came out, Berkeley still had the lead, followed by Salmon. Howerton pulled up right beside Blix in several turns, but the Yamaha pilot finished a couple of feet ahead of the Texan. Ron Huffman (Pen) followed them in for fourth 250. Mark Peters came in eighth overall, second Open.

Todd again took the lead at the start of the second moto, again followed by Salmon. Mike would pull away from everybody for the next half hour. Howerton, Blix, Mayes and Hicks were moving up through the pack. By the fourth lap, Howerton was in third, only to get passed by Berkeley on the seventh. Don Hicks was on his way up, he passed Howerton on the ninth lap to grab fourth. Blix was quite aways behind Howerton and having his own battle with Mitch Mayes (Hus) over sixth. Todd took the checkered flag by about 20 seconds over Rick Salmon. Berkeley was in next, but Hicks, who was closing on Randy, fell in the last turn. Fortunately, he was not injured. Howerton finished fourth, followed by Blix and Mayes.

Berkeley took the overall win in the Open Expert division with a first and a second. Mike Todd was runner-up, with a third and a first. Mark Peters finished third, just out of the money.

They paid the first five positions in the 250 clash, and Rick Salmon took home the largest sum with a pair of firsts. Howerton and Blix were tied at five points apiece, but Kent got second overall on the basis of his last moto performance. Mitch Mayes got a seventh and a fourth for fourth overall. Ron Huffman got a fourth and an eighth for fifth.

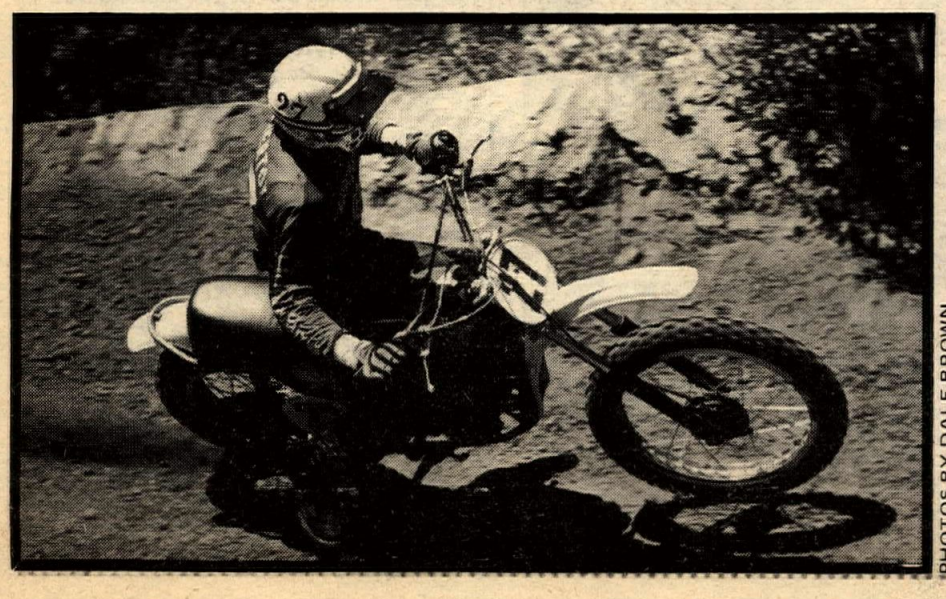
In 125 Expert action, Jim Hale blitzed the pack for a first moto victory, aboard a Penton. Ken McAllister (Pen) followed Jim in ahead of Nick Hale (Hon).

Jim started out with another big lead, but his air box fell apart and he was forced to cool it. McAllister took the lead and the overall win. Jim got second, Nick was third. ●

Results

Mini Nov: 1. Kent Berstein (Suz); 2. Todd Hubert (Hon); 3. Donnie Simington (Hon).
Mini Ex: 1. Jim Cote (Hon).
Powder Puff: 1. Paulette Napoleone (Suz); 2. Lynee Brown (Suz); 3. Cherry Stockton (Bul).
100 Beg: 1. Brian Ferreira (Yam); 2. Mike Schneider (Yam); 3. Lee Harold (Bir).
125 Beg: 1. Ruben Roman, Jr. (Hon); 2. Tom Bergin (Hon); 3. Tim Locey (Yam).
125 Nov: 1. Ron Cheney (Hon); 2. Steve Kramer (Hon); 3. Scott Brown (Pen).
250 Beg: 1. Frank Ferreira (Yam); 2. Scott Loepkey (Hus); 3. Dan Cox (Yam).
250 Nov: 1. Gene Maple (Hon); 2. John C. Lewis (Cop); 3. Robert Jense (Yam).
Open Beg: 1. William Withers (Bul); 2. John Hawotrh (Tri); 3. Mike Bergin (CZ).
Open Nov: 1. Ron Hornaday (CZ); 2. Chuck Enscoe (CZ); 3. Keith Martenson (CZ).
125 Int: 1. Skip Reuter (Hon); 2. Mark Costahaude (Hon); 3. Mario Dos Santos (Hon).
125 Ex: 1. Ken McAllister (Pen); 2. Jim Hale (Pen); 3. Nick Hale (Hon).
250 Ex: 1. Rick Salmon (Mai); 2. Kent Howerton (Hus); 3. Jeff Blix (YZ).
Open Ex: 1. Randy Berkeley (Mai); 2. Mike Todd (Mai); 3. Mark Peters (Mai).
Old Timers Nov: 1. John Webb (Gre); 2. Dr. Joe Ridway (Suz); 3. Fred Maynard (Yam).
Old Timers Am: 1. Lee Haase (Mai); 2. Steve Pile (Yam); 3. Richard Harris (Mai).
Old Timers Ex: 1. Joe Pearson (Hus); 2. Dave Chandler (Hon); 3. Charles Strauss (Mai).
Old Timers Mas: 1. Blackie Lewis (Mai); 2. J. L. Seibrant (Gre).

Jeff Blix (YZ), Randy Berkeley (Mai) and Kent Howerton (Hus) dial in same day, same time, same corner.



PHOTOS BY DALE BROWN

Rick Salmon, first 250 Expert, makes his way through Baymare-cancellation-caused combatants.

CRC MX

DALE BROWN

Tom Morris (Pen) left 125 Int. class and smoked the Expert in the second moto.

By Dale Brown

VALENCIA, CAL., MARCH 29

For spectators and Cycle News reporters, trying to keep track of the 125 Intermediates was a difficult task.

You see, they were mingled with the Expert riders and the group as a whole refused to spread out. Through the entire first moto, the racers were bunched as tightly as the ring gap on a just seized bike. Greg Oesch (Hon) had the lead from flag to flag, pursued by Larry Watkins (Hon). The first Intermediate, Steve Merrifield (Hon), was running about fourth in the 20 rider field (evenly divided, by the way). Not far behind were Glen Sturer (Hon) and Tom Morris (Pen).

As the riders slammed over the gate for the start of the second moto, an Intermediate, Tom Norris took the lead and then he started going fast. He continued to pull away from Oesch and Watkins and held first to the finish. Oesch and Watkins were first and second Experts. They sandwiched another Intermediate Sturer, who got a third overall and second Intermediate.

Morris didn't get another chance to blitz the Experts, as their start was separated. He did win his division quite handily, though. Russ Ammon (Suz) took second. Sturer got a fourth, to wrap up second overall, behind Morris, ahead of Ammon.

Oesch led the Experts around again, flag to flag. Brett Rooke, Honda mounted, followed him in. Bill Sherman (Suz) was the only non-Honda rider to finish in the top three. Overall, it was Oesch, Watkins (2-2-5), and Rooke (6-3-2).

The track was rough tonight and a number of riders crashed. Delays caused by the ambulance leaving the track (twice) meant that things were running late. The third series of motos started at midnight and were shortened from four to three laps. Everybody was on their way home by two in the morning.

It was kind of a sad ending for CRC Friday night events. They will resume Tuesday night racing this summer.

Reporter's Notebook: There was a little cherry-picking going on tonight. A rider, who will remain nameless this time, had been previously seen (by this reporter) in the Intermediate and Expert divisions. He competed in the Beginner's class. The CRC was wise, but it really didn't matter, because he got beat. ●

Results

60 MINI: 1. Starren Tripp (Yam). 2. Craig Chiapuzio (Hon). 3. Craig Van Cleve.
MINI BEG: 1. Jimmy Simmons (Hon). 2. Ron Bowman (Yam).
MINI NOV: 1. Bill Fancher (Hon). 2. Mark Hickey (Hon). 3. Steve Schmitz (YZ).
MINI EX: 1. Tommy Hopkins (Cha). 2. Jim Holley (Kam). 3. Bobby Jones (Hon).
POWDER PUFF: 1. Jan Kline (Hon). 2. Kelly Bartlett (Yam).
100 BEG: 1. Tony Franklin (Yam). 2. Jeff Maas (Hod). 3. Jeff Jacobs (Yam).
100 NOV: 1. Angelo Barbera (Pen). 2. Bruce Berger (Ric). 3. Jim Holley (Kam).
125 BEG: 1. Kelly Dugan (Hon). 2. Chris Mallary (Hon). 3. Mark Matthews (Yam).
125 INT: 1. Tom Morris (Pen). 2. Glen Sturer (Hon). 3. Russ Ammon (Suz).
125 EX: 1. Greg Oesch (Hon). 2. Larry Watkins (Hon). 3. Brett Rooke (Hon).
250 BEG: 1. Larry Bird (Kaw). 2. Fred Duecy (CZ). 3. Jeff Lamb (Hon).
250 NOV: 1. Greg Butzer (Bul). 2. Steve Smith (Rev). 3. Mike Jenkinson (CZ).
OPEN BEG: 1. Rocky Huish (Yam).
OPEN NOV: 1. Terry Abbatoye (Mai).
250 EX: 1. Jeff Blix (YZ). 2. Chris Bartlett (Hus).
250 INT: 1. Brad Williams (Hon).
OPEN EX: 1. Lynn Stokey (Mai). 2. Joel Sheddon (CZ). 3. Wayne Brown (Mai).

SAM MX

By Tom Corley

ORANGE, CAL., MARCH 30

The Expert that most fear lately in the 500 Expert class has been the Husqvarna big-barreled terror Cole Hastings. The Husky racer smoked the competition for the money win Saturday at Sad Park in SAM moto racing.

Now, whenever a race is started, a thundering sound comes from the silencers of a swarm of combined classes. Hastings made one of the loudest ear-aching sounds to be heard in the combined Expert bout as he led both 40 minute motos and took the first place overalls.

The first moto was a breeze for the Husky man so I'll write about the second moto 'cause it included some competitive 'crossin' between him and Maico muscler Mike Rohrbacher. The red tanked Maico was seen doin' well with Rohrbacher hanging in there with the lead for the most part until the Husky crept up and then promptly blasted on by.

Later I saw Mike fall at a corner which muffed up a fine day of racing for him. Luckily he didn't have to worry about being passed because his other competitor Curt Bishop didn't finish. Consistent racer Rohrbacher, although he doesn't ever have a large class to race against, is fast and usually is almost right on top. He captured second over Curt Bishop (Mai) at the end of 500 Expert class racing while the only Intermediate finisher was "Hastevarna" saddled, Jim Oxford.

In the midst of the combined Expert class came struttin' Terry Warren hanging right with 'em. Warren came out of Sad today knowing that he had just hooked the sano first place marbled trophy for winning the 250 Junior class over Elsinore MX er Kirk Dunning. •

Results

MINI: 1. Gregg Young (Hon). 2. Larry DeSoto (Hon). 3. Robert Perez (Hon).
100 BEG: 1. Richard Hawkins (Hod). 2. Tom Leffler (Yam). 3. Mike Richmond (Yam).
100 NOV: 1. Tom Duda (Yam). 2. Tony Brasfield (Yam).
100 JR: 1. Doug Boyd (Yam).
125 BEG: 1. Jim Gibson (MV) 2. Marvin Scott (Hon). 3. Tom Daversa (Hon).
125 NOV: 1. Lorie Watson (Hon). 2. Ron Stoner (Bul). 3. J. J. Hudson (Suz).
125 JR: 1. Robert Gerbasi (Yam). 2. Kevin Harlow (Hon). 3. Mark Van Camp (Suz).
125 INT: 1. Jeff Osborn (Hon). 2. Richard Madaraiga (Hon). 3. Jeff Henneke (Hon).
125 EX: 1. Rick Kersman (Suz).
250 BEG: 1. Eric Heideman (Hus). 2. Gregg Bayer (CZ). 3. Steve Kale (Hon).
250 NOV: 1. Bob Beauvais (Kaw). 2. Randy Waggoner (Hon). 3. Robert Turnage (Kaw).
250 JR: 1. Terry Warren (Yam). 2. Kirk Dunning (Hon)'
250 INT: 1. Ken Gabrielson (Hus). 2. Bill Bivens (Hus). 3. Bill Leland.
250 EX: 1. Dennis Hazlett (Yam). 2. Steve Beam (Yam). 3. Mark Sullivan (Bul).
500 NOV: 1. Rock Raun (Yam). 2. Steve Davis (Mai). 3. Frank Ahlvers (Suz).
500 JR: 1. Brian Irvine (Mai). 2. Mark Casey (Mai).
500 INT: 1. Jim Oxford (Hus).
500 EX: 1. Cole Hastings (Hus). 2. Alan Rohrabacher (Mai). 3. Curt Bishop (Mai).
OLD TIMER: 1. Howard Silva (CZ). 2. Michael Cosenza (Hus). 3. Robert Kershaw (Suz).

Burt Wald bites into Saddleback loose stuff during 125 contest.

TOM CORLEY

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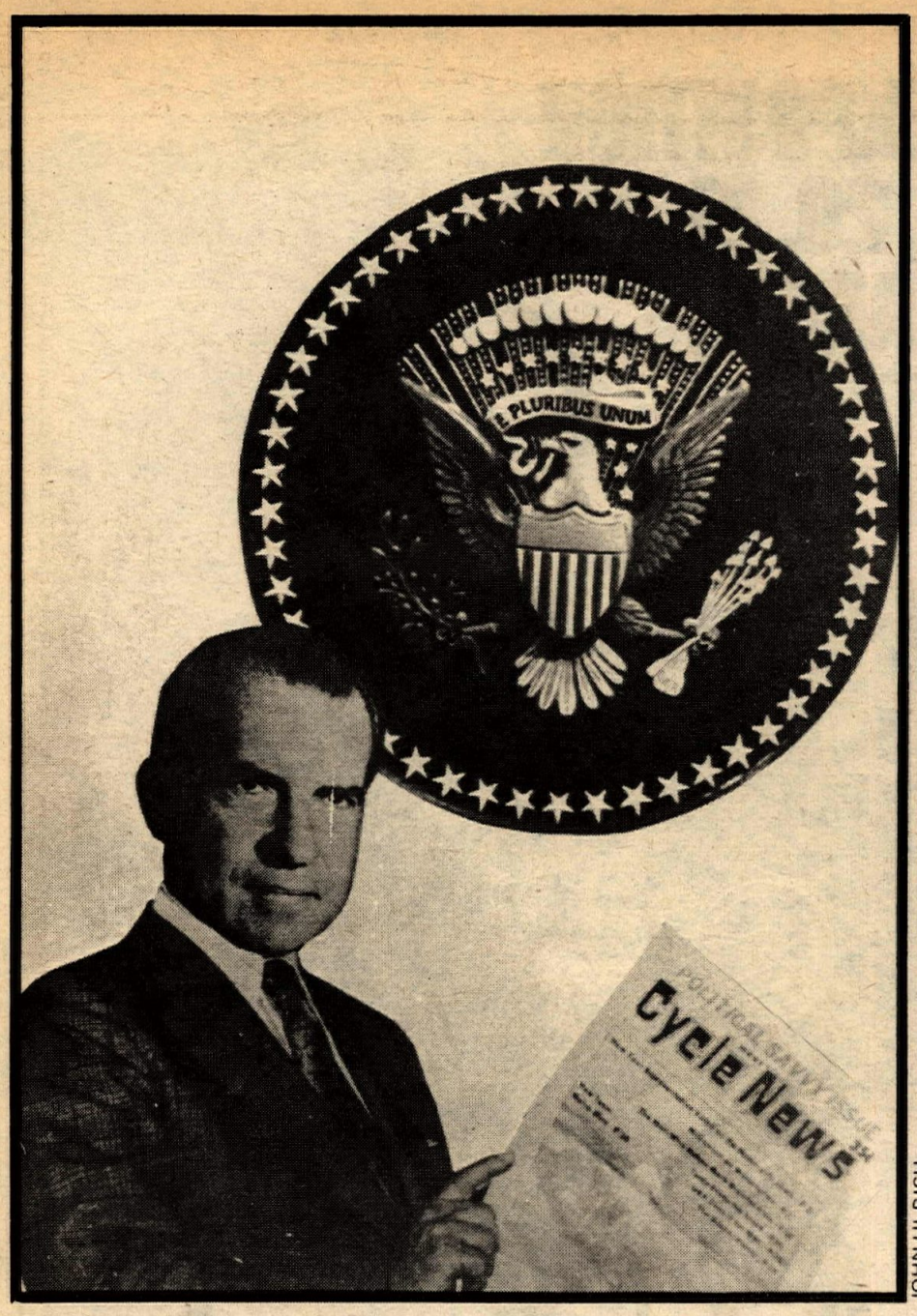

JOHN ULRICH

Great Americans Read Cycle News

Some misinformed persons believe that Slick Dick picked up his quick, slick political tricks when his brother Donald's hamburger joint was streaked by a dude on a motorcycle back in the fifties, as witnessed by conspirator Chuck Clayton. In fact, Slick Dick learned all his slick political tricks by reading the Cycle News Political Savvy special issue in November of 1972. But don't blame it all on us. As Reese Ultz says, different people react to different stimulus in different ways.

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With a wave and a hearty "Hi-yo Husky"...hot footin' it through the desert.

Hasten borrows bigger bike, wins 100's Hare Scrams

By Jim Stewart

Photos by Randy Williams

RANDSBURG, CAL., MAR. 31

After spending a weekend of total confusion at the Great Bear Grand Prix, it felt good to get back out to the desert. By race time all was calm and clear as the strong wind died. The race was delayed a short time until the ambulance arrived, and it was a good thing. Riders on the line don't think about the rough and demanding course that they have to conquer, most just wanted transfer rides and points.

Through the pits on the first loop, it was regular "top four finisher Jim Wotring with the lead. Second rider was from the Rimrunners MC, aboard a 400 CZ; number 145 and his name is Kevin Hasten. Following Kevin was lightweight Amateur, Dan Dawson, followed by Wayne Cooke, B. Bennett, Frankie Keepers, Jr., Cordis Brooks, Dave Laprik, Ron Wright, and Jimmy Brown.

But nobody stayed in the positions they held through the pits. The most noticeable postion change was the one for first overall. Kevin Hasten got by Wotring, and held on to the lead until he reached the finish. Kevin, a 250 Expert, has had a lot of problems with his 250 CZ, so his sponsor, Cosat Motor Cycles, gave him a factory 400 CZ for this weekend.

I talked to Kevin before the race about the bike because he is constantly complaining about lack of power, and he said the bike is so fast he doesn't even know how many gears it has because he's never had it out of third. He must have found out during the race it was a five speed.

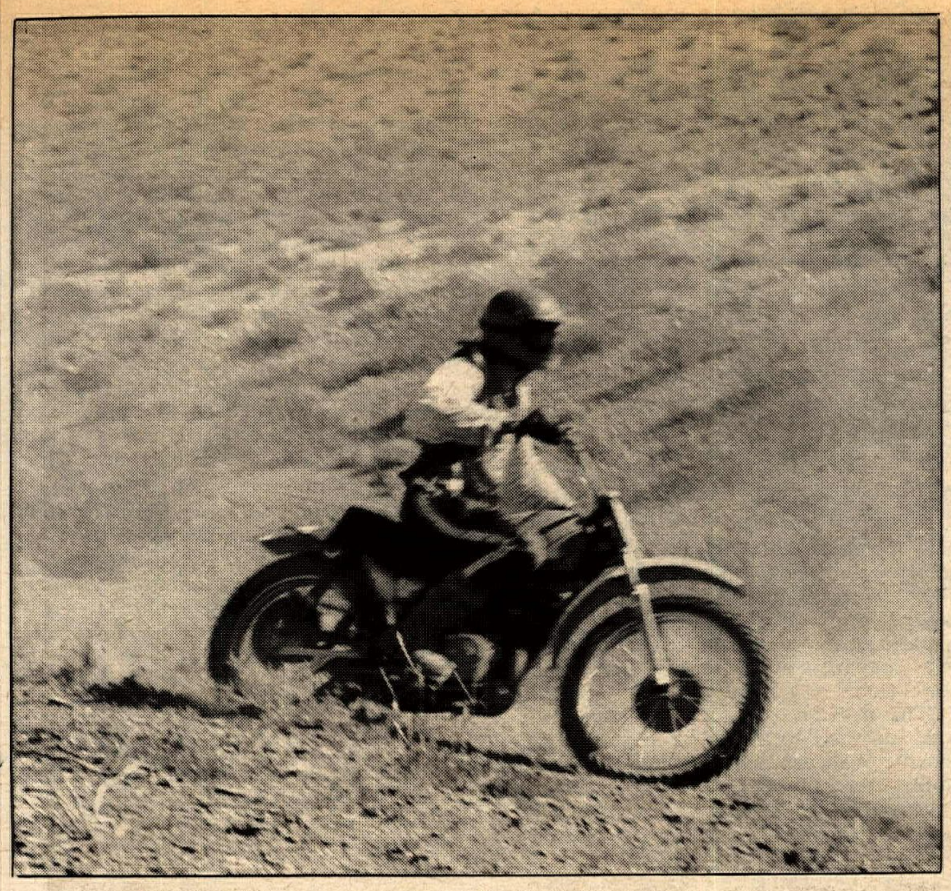
Jim Wotring who, without a doubt, should be 250 class point leader by now had to settle for second overall, first lightweight. Third overall was taken by a Division I Amateur, Dan Dawson, whose bike looked far from trick. The 100's M.C. seem to have picked up two of the top four overall finishing positions as B. Bennett held on for fourth overall, second Open Expert, two places behind club member Wotring.

Bennett holds number 37. So did the rider who followed him to the checkered, only his had an "X" behind it. Wayne Cook rounded out the top five, third in his class. Fourth 250 Expert was Ron Wright, who just about summer time of last year was winning every European Scrambles held, as a Novice. In fact, European Scrambles was all he planned to ride. He obviously changed his mind.

Following Ron was a rider who looks to have finally gotten his stuff together after unloading hard last year; Frankie Keepers, Jr., aboard a West Cycle-tuned Husky.

Finishing out the top ten finishers were third, fourth, and fifth Open Experts. Art Knapp, eighth overall; Mike Marsh, ninth; and Terry Davis, tenth. Hot on Davis' rear fender was the first Open Amateur, E. Andrade. Some ten places later, Mike Powers aboard an Action Cycle Husky, flew in for second Open Amateur. D. Brewer, Jr., G. Rowden, and Ron Pinion (with a rear flat) were the next three Open Amateurs.

With Dawson third overall, the real battle in the 250 Amateur class was for second, with Stephen Greenberg taking the honors, a very respectable sixteenth overall. Jeff Kaplan is also an Amateur,



Winner Kevin Hasten at speed.

but rides 175 class where he was first this weekend, 31st overall. This was a great ride for Jeff. Wayne Lee, who was second 175 Expert finished just ahead of Jeff. Second Division II Amateur was Robbie Parma who switched to 175 from 100 class after finishes were becoming rare on his Rickman. Both Kaplan and Parma are members of the Sand Sailors M.C. who appeared to have all of the top 175 Amateurs wearing their colors.

Ron Holst took first 175 Expert honors, nineteenth overall, while Wayne Lee, straddled a Tracy-tuned 175 Husky, wearing a SGVMC jersey, for second. Bruce Kude, Ernie Mahoney, and Monte Lee filled in the top five.

Bruce Ogilvie, riding for Dale's Modern Cycle on a 100cc Harley-Davidson Baja, picked up another Trail Expert win, and also was in the top twenty overall. This is Bruce's fifth finish of the year, and third first. Following Ogilvie was another former class winner, Chuck Cartledge.

Richard Young was just waiting for the right time to take first Trail Amateur and this weekend must have been the setting as that's just what he did, forcing Ed Faulkner and Marc Cartwright to settle for second and third. Still in the 100 class, George Strong and Don Hoffman were first Trail Novices to finish the very rough demanding course.

Larry Gollihen looks to have been overall Novice winner aboard a two and a half, reaching the checkered just seconds before 400 Novice winners and local resident, Gary Spencer. Gary is no young people, and his first race ever was the Moose Run of this year. Since then he has been seen finishing in the top five Novices almost every weekend.

Third Novice was T. Burr aboard an Open class bike for second, while B. Ehorn was fourth seated on a 125. Needless to say Ehorn was first Lightweight II.

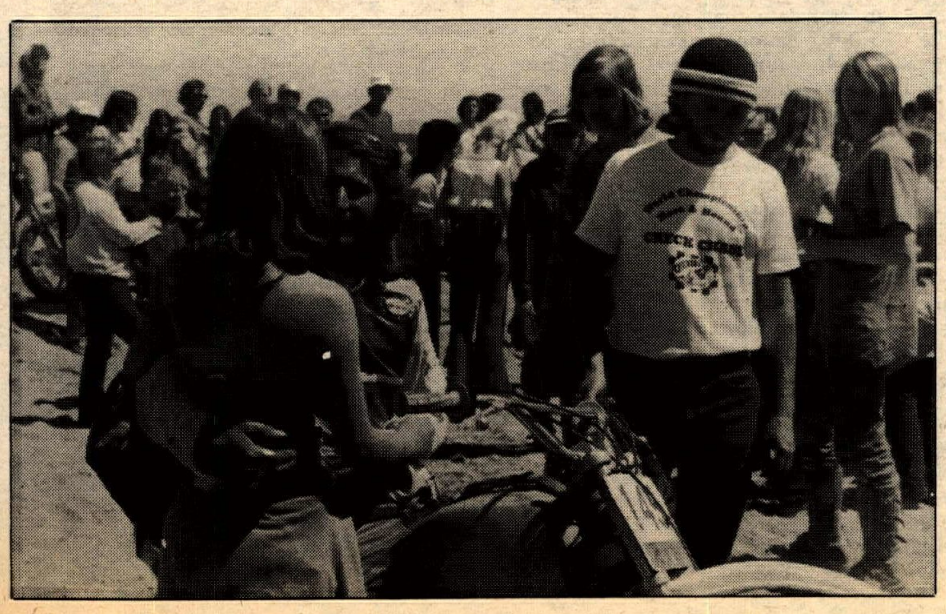
Harry Bailey rode in for second 250 Novice, while Mike Leighton followed in his dust for third. Dennis Alderete of the Vikings has been trying to get his last transfer ride about as long as I have, and he looks to have gotten it this weekend finishing fourth 250 Novice. It looks bad anyway, riding around with a two digit Novice number like Dennis' 98x.

As usual, those who finished well liked the course, while those who crashed, broke, or got tired, hated it. It's funny, but it seems the rougher the course is the less you see of the regular top finishers. Instead, a whole new bunch of top finishers appear who were just waiting for their chance. Mark Adent is one, who didn't make it, doing a number on the way to the bomb. •

Results

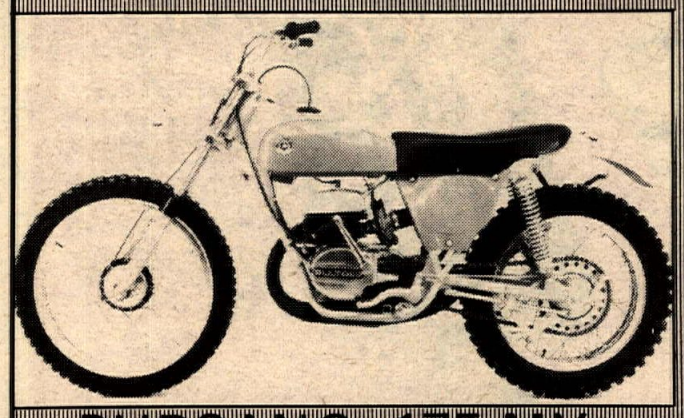
400 Ex: 1. Kevin Hasten; 2. B. Bennett; 3. Art Knapp.
400 Am: 1. E. Andrake; 2. Mike Powers; 3. D. Brewer, Jr.
400 Nov: 1. Gary Spencer; 2. T. Burr; 3. C. Tucker.
250 Ex: 1. Jim Wotring; 2. Wayne Cook; 3. Ron Wright.
250 Am: 1. Dan Dawson; 2. Stephen Greenberg; 3. Larry Lariviere.
250 Nov: 1. Larry Gollihen; 2. Harry Bailey; 3. Mike Leighton.
175 Ex: 1. Ron Holst; 2. Wayne Lee; 3. Bruce Kude.
175 Am: 1. Jeff Kaplan; 2. Robbie Parma; 3. Daniel Harris.
175 Nov: 1. B. Ehorn; 2. Mike Godfrey.
100 Ex: 1. Bruce Ogilvie; 2. Chuck Cartledge; 3. Phil Cloward.
100 Am: 1. Richard Young; 2. Edward Faulkner; 3. Marc Cartwright.
100 Nov: 1. George Strong; 2. Donald Hoffman.

Mmmmm. . .I didn't want to go out an' get dirty, anyway.



DOUBLE TROUBLE!

for the competition, that is!



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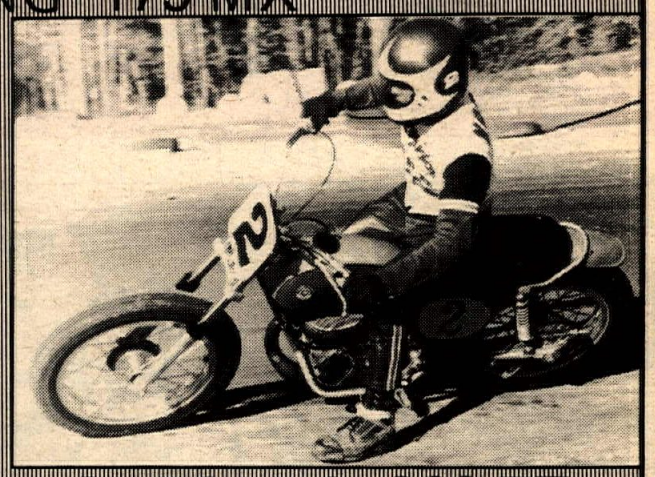

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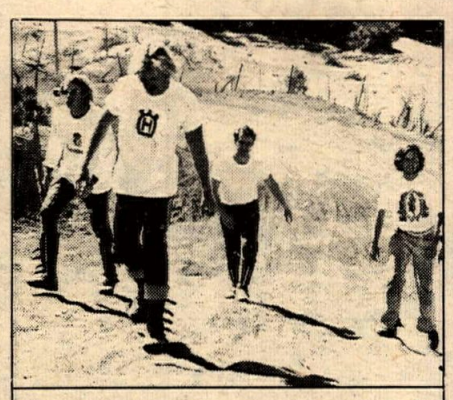

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GAMBIT

Section 3091 of the Dunlap Trails Bill, which, if it passes will become a part of the Public Resources Code, now reads in part, "... the Director shall give priority to the following: ... (3) trail routes selected for scenic or recreational value and significance as a part or in whole to the motorized vehicle trail system. Priority will be given to trails emanating from major urban population centers, which have specific destinations and include points of scenic, educational, historical, recreational or general interest."

This portion of the Dunlap Trails Bill was authored by myself and suggested to the California Recreational Trails Committee by Russ Sanford as an amendment to the original during their two-day meeting in Sacramento March 21 and 22. The California Recreational Trails Committee unanimously approved the amendment. This Committee was reviewing the bill at author John Dunlap's (D. 5th District) request, so there is at least the presumption that it will stand until the bill is in Committee.

The significance of this amendment is enormous. The motorcycle sport has been recognized in several official documents as a "legitimate" use of public land, and there are underway at least three projects designed to give motorcyclists specific areas in which to ride. But these are essentially playpens, nice for racing and an occasional afternoon, but hardly satisfying for the serious trail rider. The Dunlap bill, as it now reads, provides for the serious trail rider. It can be the first legal step toward a trail for motorcyclists that stretches from Mexico to Canada, a trail similar to the Pacific Crest Trail which now exists for hikers and equestrians.

Note particularly three aspects of the provision for trails now contained in the Dunlap bill: First, the trails will have "destinations" and will be routed past "points of interest." The word "scenic" is used twice. What will these destinations and scenic points of interest be? That's for you to decide. Personally, I'd like a trail from Los Angeles north along the eastern Sierra up to Yosemite Park so that I could go on a trail riding vacation and spend a night or two camping in Yosemite. (No, I'm not advocating cycle trails in Yosemite, just to the entrance.) Perhaps a trail to Bonneville through all the old mining towns might set you dreaming, or a trail on the high bluff overlooking the ocean. At any rate, the wording of this clause would seem to preclude any rat's maze around leftover bomb craters.

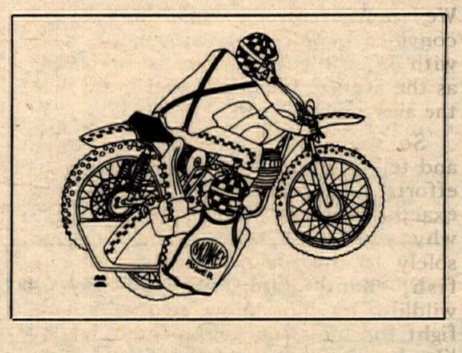
Next, note that priority will be given to trails "emanating from major urban population centers." This was not big city chauvinism on my part. It's to get away from 5,000 trucks and vans leaving the city every weekend to drive anywhere from 200 to 500 miles each. You can translate that into something like 15,000 gallons of gasoline on Friday night turned into smog by Sunday night. Even more important to me is the fact that a lot of city kids who might be able to afford a $300 trail bike but can't afford a $3,000 van will get a chance to ride. In today's world Huck Finn and Jim would rather ride a trail bike than a raft.

The third point is that trails will be considered partly on the basis of what they contribute to a "trail system." This is important for two reasons besides the obvious point that a single trail, no matter how long or interesting, would become boring after some number of rides. First, there is the maintenance problem: With the tremendous number of bikes in existence today, any one trail, particularly any one, nice trail, is going to be quickly destroyed. The other point is one of prevention. A couple of years ago some cute administrators in Washington State provided trails for motorcyclists that were only a few miles long and discontinuous. The motorcyclist could not legally get his bike to either end of the trail. In other cases, the trail simply dead-ended, leaving the cyclist no choice but to return on the same path, which was both unsatisfying and dangerous. In California, off-highway vehicle funds were used to build a bridge for motorcyclists. Unfortunately, the bridge terminated in a restricted horse trail at either end.

Let's now take a look at some of the other provisions of this important bill. After some initial definitions, the bill reads, "It is the policy of the State and the intent of the legislature to: (a) increase accessibility and enhance the use and enjoyment of California's scenic, natural, historic, and cultural resources, ... (c) improve opportunities for equestrians, boaters, and the use of specialized recreational vehicles including off-highway vehicles, (d) establish authority within California State Government for the development and maintenance and provide for the operation of the California Recreational Trails System, (e) encourage the development by cities, counties, and special districts of recreational trails." (Less important portions have been omitted. The full text of the bill will be available very shortly from Russ Sanford.)

Further down it reads, "The plan shall contain but not be limited to the following elements: ... (e) trails and areas for specialized OHV recreational vehicles." Then, "For each of the elements specified (in the above section) the plan shall: (a) set forth the role of State Government in providing increased, improved opportunities associated with that particular recreation use. (b) Describe specific policies, standards, and criteria to be followed by the Department (of Parks and Recreation) in acquiring, developing and maintaining land and water trails and areas as part of the system ..."

From there, the bill goes on to provide for all the planning necessary to develop a statewide trail system for all types of recreational use. The Recreational Trails Committee will be assisted by Parks staff people in generating proposals for trails. Public meetings on the system will be scheduled. Then the Legislature will act on the plan, to either approve it (by resolution) or suggest changes. The plan will be continuously reviewed and updated every two years. The Department Director will be responsible for implementing the plan. He will have the right to enter into agreements with other agencies and land managers. The Director will have the right of *eminent domain* to use in building the trail system. Finally, he will establish a list of priorities and will provide the public with maps and guidebooks.



No trail system, foot, horseback or motorcycle, can possibly be established unless the person or agency in charge has the right of eminent domain. Right now there are many trails in the National Forest which we could ride *if* we could get to them. However, the landowners and permittees have all the access areas locked up. The eminent domain portion of this bill would give the State the right to secure a path, by condemnation if necessary. Most of the time, of course, threatened with this, the landowner would become reasonable and work with the agency to provide for the trails system.

The cattlemen are already lining up to fight this provision of the bill. Their representative was at the meeting of the Trails Commission when this bill was presented, and spoke in opposition. We can expect that they will do everything in their power to prevent passage.

There is purposely no funding provided in this bill. This keeps it out of certain committees and gives it a better chance of passage in some reasonable length of time. It is a bill of intent and authorization. Once the intent is established, then the funding can be arranged.

What should be apparent by this time (but I doubt if it is) is that this is the first, very tiny step in the process of acquiring a motorcycle trail system. Obviously, many things can kill the plan before it ever gets moving, and certainly will unless there is a concerted effort on the part of quite a few dedicated people. In getting this amendment in Mr. Dunlap's bill, Russ Sanford and I made the assumption that there were a large number of cyclists who wanted a trail system, who would help to build it and to see that other riders were trained to use it properly so that it would not be lost. Neither Russ nor I know if this is a warranted assumption. It is quite possible that the majority of riders are content to stay in relatively small areas where the restrictions and responsibilities are relatively nil. If Russ and I are wrong, this portion of the bill will be nothing but a memory in a very short time. But for the moment, I'm going to continue with the assumption that we were right.

Along with the business portion of the meeting of the California Recreational Trails Committee, there was also a Trails Workshop. Out of this workshop emerged several examples of how specific trails can be brought into existence. These, along with suggestions on how to translate them into motorcycle trails, will be the subject of next week's article. But for right now there are other chores to be performed.

Representative John Dunlap in his original bill only barely mentioned off-road vehicles. It was as if someone reminded him that they were part of the recreation scene, so he added something here and there to take us into account. Now there is something substantial which has been added to his bill regarding off-road vehicles which he will probably leave in because it was unanimously approved by the Recreational Trails Committee. But is he happy about it? Will he defend that clause in the committee hearings?

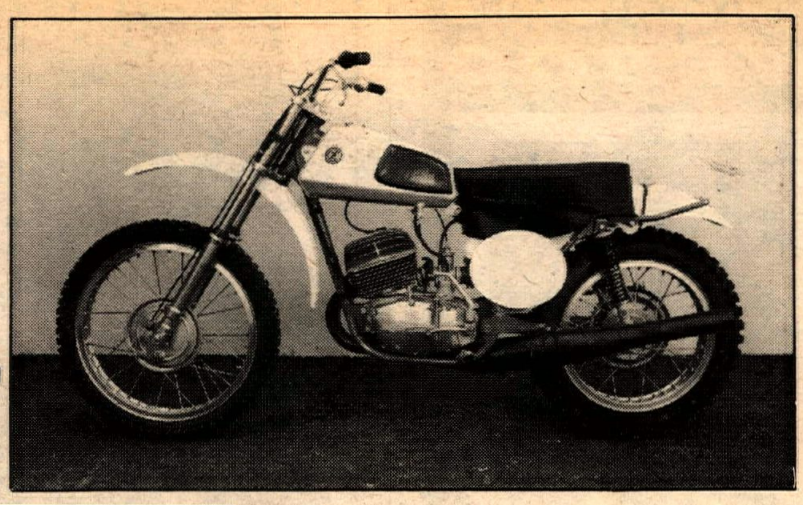
From the tone of the rest of the bill, my guess is that Mr. Dunlap is a fairly dedicated environmentalist, so his attitude toward us is going to depend upon whether he thinks (1) that there are enough of us who would enjoy scenic trails such as his bill describes to warrant the effort and expense involved, and (2) that we can use trails responsibly. Somehow a notion has become prevalent that cyclists like *areas*, rather than trails, and that it can be assumed that anywhere we are allowed will be an area of total devastation, not too unlike Europe after Attila the Hun, or Vietnam after Nixon. We must correct this image and convince people that we can use trails with at least as much care and restraint as the average hiker and a lot more than the average horseman.

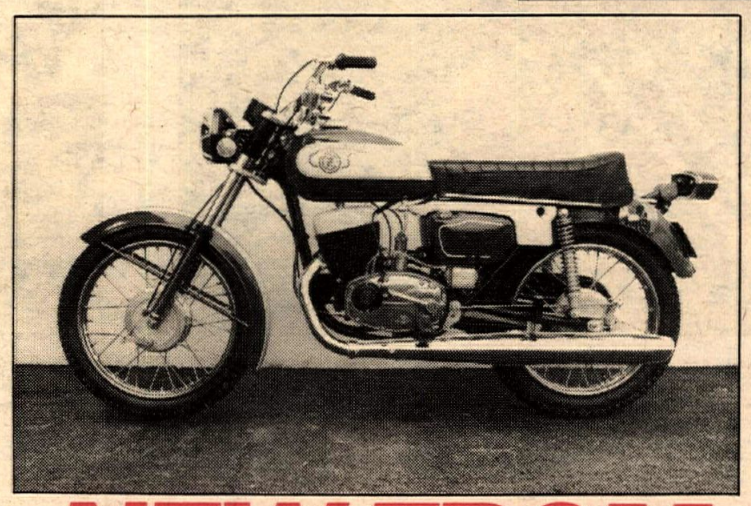
So write to Representative Dunlap and tell him that you will appreciate his efforts on your behalf and tell him exactly why you want some trails and why you don't want to be relegated solely to the playpens. If you like to fish, hunt, camp, or photograph wildlife, let him know so that he can fight for trails for you without feeling like he is selling out his share of the earth. I'm sure that he would particularly like to hear from his own constituents in the Napa-Solano area. His address is: John F. Dunlap, 1221 Monterey Street, Vallejo, California 94590.

I doubt if we would have this amendment without Russ Sanford's help. All the people on that Recreational Trails Committee are hikers, bicyclists, and horseman. Soft-spoken, diplomatic Russ communicates with them much more effectively than I do, so you might tell him thanks. Since no cyclist likes to write letters, let me suggest you just send him a check and in the corner you can say, "for the Dunlap Bill." He'll understand. His address is: P.O. Box 26062, Sacramento, California 95826.

Ron Schneiders

125
250
400
MX-DESERT





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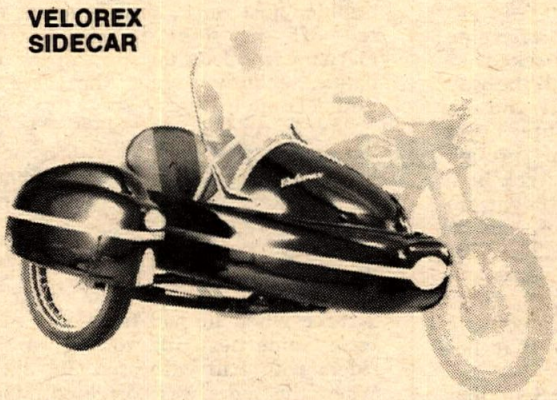

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The Scottish was a tough one.

Rich Delaney eyeballs horrendous downhill in Trap Nineteen.

The San Diego Scottish:

Tough trial, tough competition

By Lane Campbell

MISSION GORGE, CAL., MAR. 31
The trend in A.T.A. points trials is headed toward tougher courses and stiffer competition, judging from this high-pressure meet. After two loops of a 20 mile mountain circuit, there were still ties to be broken in all classes, and the outcome of the Expert class remained in doubt until the scorers came in and a mistake was double checked.

It was a trials rider's loop all the way with a tight five hour limit and an hour's grace at a point a minute. From the gorge, where Sections One through Four strung along the rocky creek bed, the loop took off almost straight up (Section Five, which everyone had to ride) and went into a long 1,200 foot climb where it clung to the ridges and mountain faces. The return to the gorge lay through Trials Rider Canyon, a picturesque tree-filled hollow that has to be ridden to be appreciated.

Marland Whaley and Bernie Schreiber rode nearly head-to-head the whole day, finishing the first loop virtually tied: Whaley 16, Schreiber 17. It is very much a two-man race in the A.T.A. Expert points competition. Late in the second loop, Bernie came through Section 19, a very difficult loose-surface climb, turn, and steep corkscrew descent over rocks – and cleaned it. Marland showed up minutes later, feeling very much the pressure of time. He put head down, charged the slope, bobbled just once, and the front wheel fell off the slope to the downside. Marland stood on the spot, threw up his hands, acknowledging the Five, and said, "There it went."

As it turned out, Whaley had not blown it. In Trap 20, both he and Schreiber fived it, and they turned in their tickets with one point between them; Schreiber 29, Whaley 30. Then the flap really started, for it was discovered that an inexperienced checker had punched Bernie's ticket with a three when he had fived a section. It took some legwork to dig up three riders who had witnessed the mistake. When the score was corrected, Marland had won it – by one point.

In the Amateur class, there was a dead tie for fourth, a statistical rarity in a trial of this length. Harold Rich and Randy Rader checked in with final scores of 73 – ten cleans, five ones, five twos, and nine threes – a dead heat. Since it was not a trophy position, rather than hold a ride-off, the organizers awarded both men fourth place points.

Then Novices Val Schmidt and Matt Parsons walked in from the second loop with identical score cards to tie for first in class at 61 points total. Counting cleans, Schmidt won the tie-breaker, seven cleans to six. Val, a former motocrosser riding his second points trial on a new Cota, had actually won it on the first loop. He and Parsons both cleaned 7, 13, and 17; then Schmidt cleaned 19 and that won it, since both men rode a near-identical second loop.

And Joe Ige, with his home-brewed 152cc Saracen, picked up transfer points after several tries. In fact, Joe led the Novices through the first loop with a 26, but a 37 point second loop dropped him to third.

Mark Eggar rode sometimes uncooperative Cotton to Fourth Expert.

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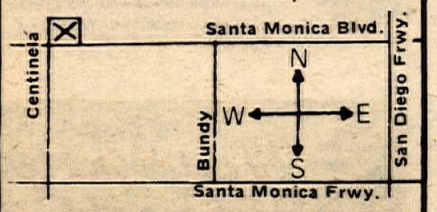

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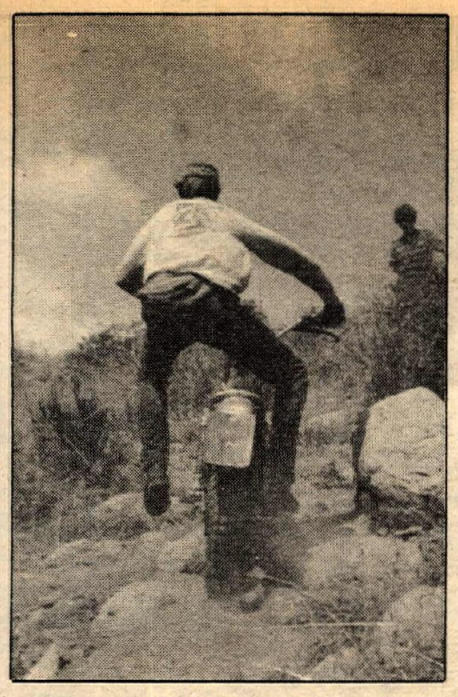

Fastest feet in the West — up the chimney in Section Five.

The weather turned beautiful for the meet, clear and not too hot. Plenty of sweat nevertheless; the loop was wearing, even on the strong young Experts. The pressure had showed on both Marland and Bernie, and Steve Graham crashed heavily late in the first loop, possibly separating or breaking his shoulder. Another rider, Gary Anderson, riding with his father as a team, broke his foot high on one of the hills and was packed out by 4WD clubbers.

The San Diego Trials Riders had billed the Scottish as a rough one. Anybody who thinks trials is a pussycat sport should have ridden this one. Or tried to. •

Results

EXPERT: 1. Marland Whaley (Mon) 30. 2. Bernie Schreiber (Bul) 31. 3. Mike Griffitts (Mon) 51. 4. Mark Eggar (Cot) 52.

AM: 1. Bruce McDonald (Oss) 62. 2. Jeff Fish (Bul). 69. 3. Tom Hascher (Hon) 73, 10 cl., 7 ones. 4. Harold Rich (Bul) 73, *Randy Rader (Bul) 73. 5. Tony Dilabio (Bul) 82.

NOV: 1. Val Schmidt (Mon) 61, 7 cl. 2. Matt Parson (Bul) 61, 6 cl. 3. Joe Ige (Sar) 63. 4. Bob Sinclair (Bul) 66. 5. Mike Scott (Yam) 67, 6 cl., 8 ones. 6. Jim Redenbaugh (Bul) 67, 6 cl., 3 ones.

*Denotes tie.

Cranke tops ISDT Qualifier

By Richard Creed

FORT HOOD, TEX., MAR. 30-31

Carl Cranke, aboard a Penton 250 hare scrambler topped a starting field of 238 riders this weekend at the Fort Hood ISDT two day qualifier. It was the year's first qualifier. High temperature, dust, river crossings, and rocky terrain claimed many riders and machines on the first day. Only 81 riders answered the second day call. Last year's winner Malcolm Smith incurred penalty points both days as he was unable to start his Husky 250 in the allotted minute and had to push past the line and continue coaxing his engine to life. Once running, there was no catching the flying Californian. On the first day, after the late start, he was a reported 22 minutes early at the first check.

The Manufacturers' Gold was taken by Husky East as they swept to a two day triumph with no penalty marks and 135.15 bonus points. The Club Team Award was taken by Pacific Performance after first day leaders, Jim Moon Yamaha Enduro Team dropped back after acquiring 106 penalty points and no bonus points.

The event went much smoother than last year's and result tabulations were made available at the awards banquet by ten p.m. Results are unofficial, however, as there were some questions on individual scores. Official results will be available later in the week.

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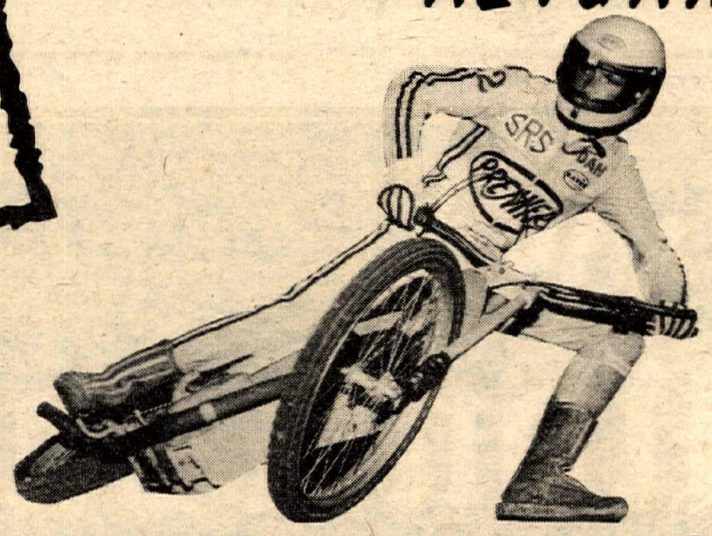

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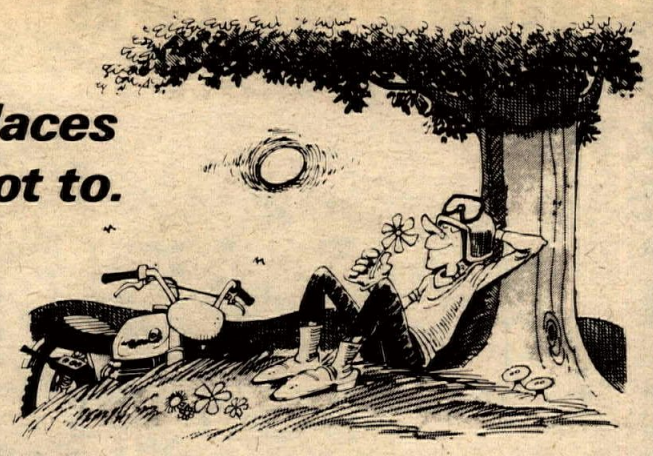

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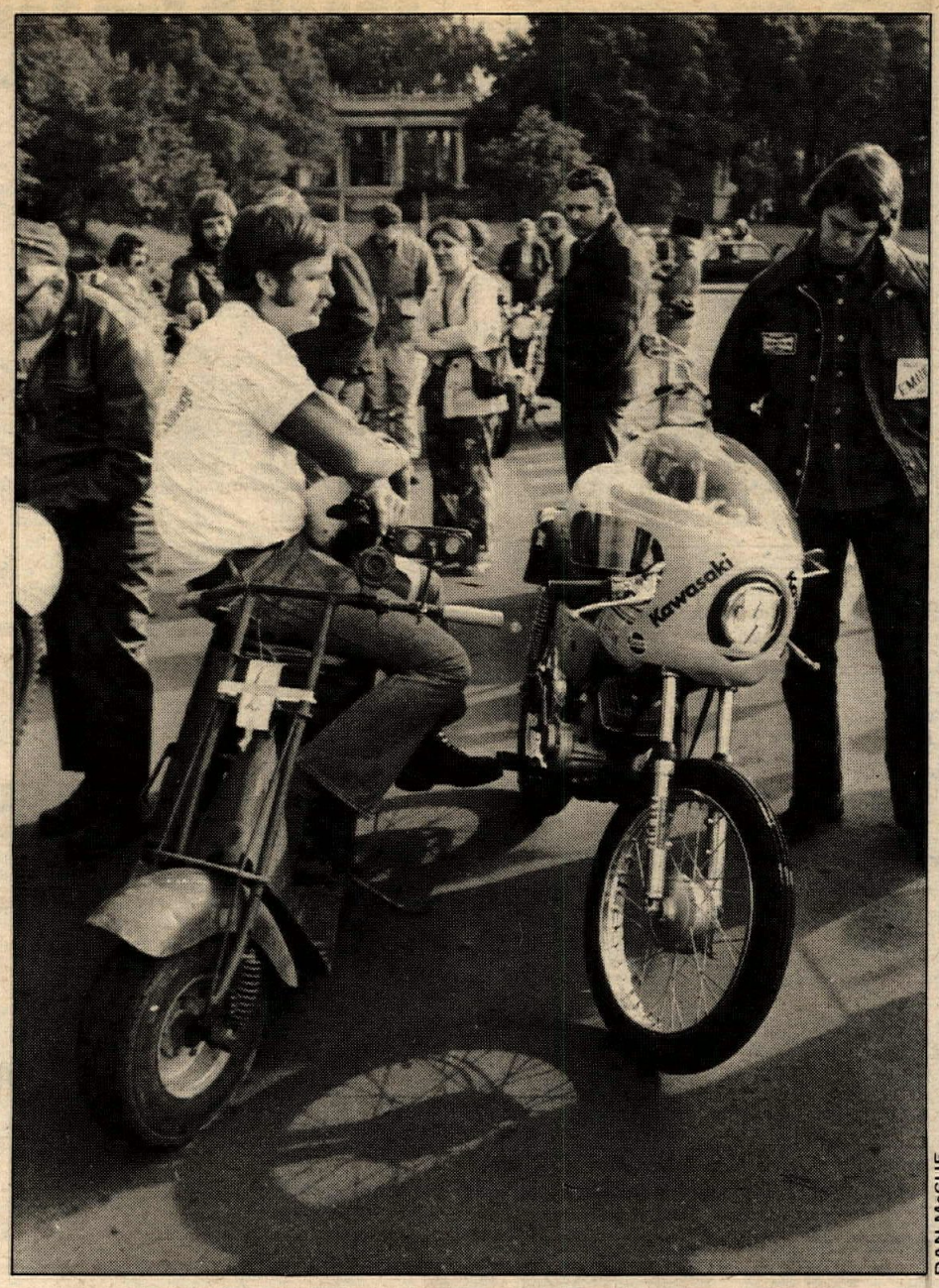


DAN McCUE

Don Emde rode his Kaw to top Industry position with 147.143 MPG.

By Dan McCue

SAN DIEGO, CAL., MAR. 30

All of us, at some time or another, have succumbed to clever Madison Ave. PR routines. Well designed programmes geared to prove that

someone else is doing something for *us*, squirt profusely from every conceivable media outlet, invading our privacy and our sanity. Needless to say the mentioned object rarely does what it's supposed to do, for if it did such PR would be unecessary or at best, less critical.

During the last year the American citizen and consumer has been subjected to hype after hype about everything from Watergate to the energy crisis, national priorities and ecological needs. Even the motorcycle spectrum has plunged headlong into the public relations vortex. It might be argued that, in its case, the plunge was timely and well overdue. Saturday saw M.O.R.E. do a double gainer off the five meter board, making what is hoped to be a sizeable ripple in the public relations pool.

Elephant-hued skies gave into brilliant early morning sunshine, and an anticipated miserable day turned out to be a glistening summer-like gem. Balboa Park's natural splendor offset the business at hand; economy via the motorcycle. The annual M.O.R.E. economy run was about to prove a point. Whether the point was made or not depends not so much on those who participated, but rather on the people who read about the run, or those who stood agape as Balboa Park shuddered under the warm tremble of awakening power.

It was all there, motorcycledom in its profuse splendor. You name it and more than likely the animals in the San Diego Zoo saw it go by. Everything from a Cushman scooter, the kind W.C. Fields affixed wings to in the "Great Radio Broadcast of 1939," to a Dan Gurney piloted Z-1. A mellow looking 1951 Moto Guzzi pointed it's red front fender in the direction of a Honda-Davidson. (That's right Honda.) Heads turned as a realistically restored Sunbeam growled its way out of the parking area in what seemed to be pursuit. Its quarry, a vintage BMW that whispered General Rommel everytime its rider changed gears.

Two wheels, three wheels, the array was somewhat timeless certainly timely.

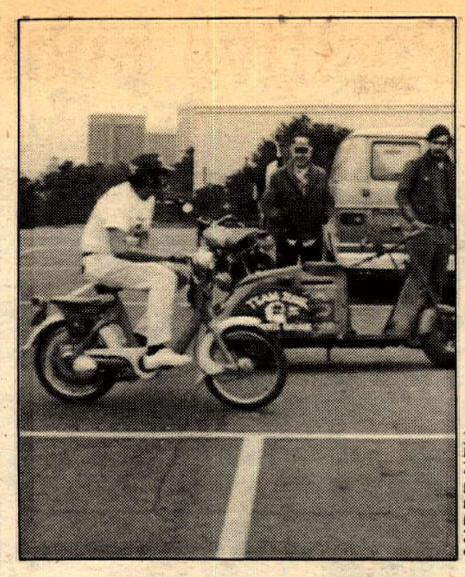
Two strokes, four strokes, the latest and the late, sidehacks and those that had been hacked, waited for the start.

Cowboy-booted , tennis shoe clad, long haired and no haired, racers and look alikes, Marlon Brando, newsers, and motorcycle's own Lazarus himself, waited for the start.

Different routes for different machines took the place of handicapping. We took the big bike route, a soul pleasing soujourn that left

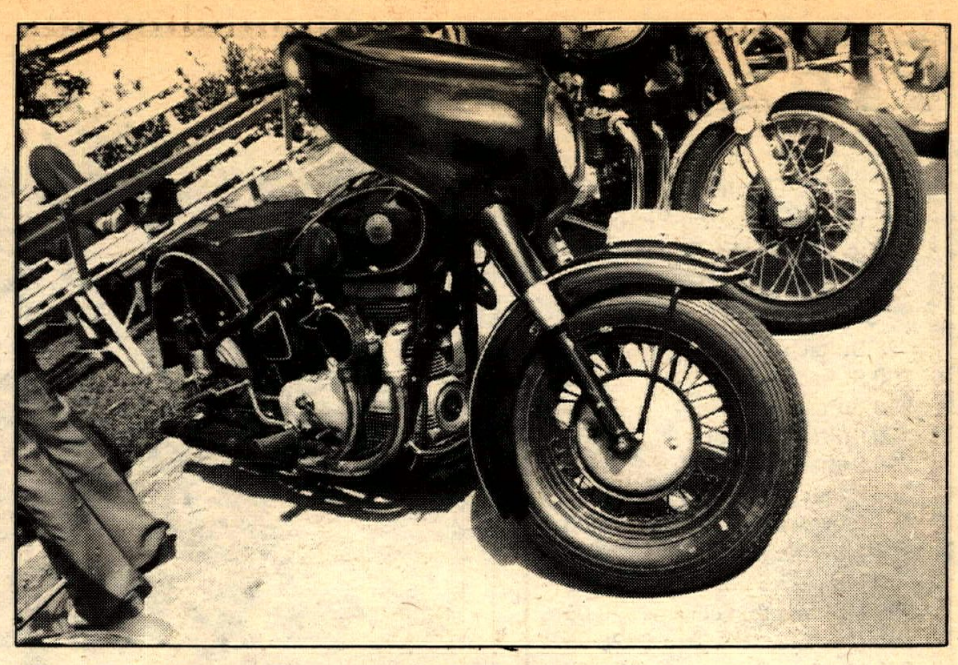
DAN McCUE

Tiny Squashem, captain of Team Mini Angel, finished with 100.294 MPG on a tired Honda 90.

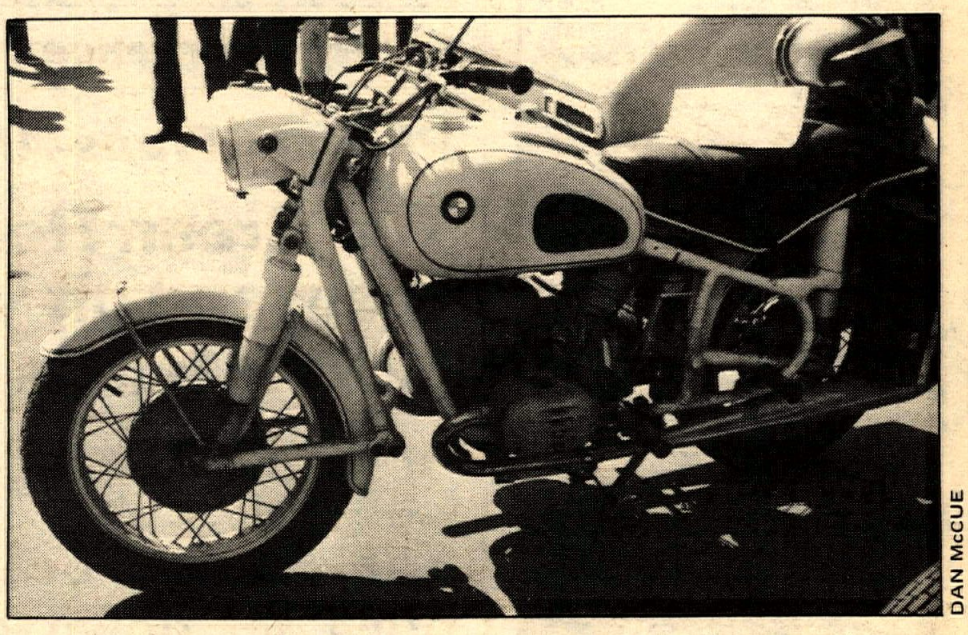


ANDRE NEY

Allen MacDonald pushed and pedaled his Honda 50 to 171.667 first in Public class.



Two of the many attention getters. (1) 1953 two cylinder Sunbeam (2) Afrika Korpsish vintage BMW.



DAN McCUE

the growing urbanness of San Diego behind and deposited the rider in a myriad of country "twisties."

Cornering became a better than usual experience as the greenery increased. A youthful creek raced beneath our tires as we traversed a one lane low bridge. Annie Green Springs used to live here.

The odometer showed seventy-five miles, the clock about two hours. The rewards were immeasurable, personally. Simply put, we had a fine time.

Whether or not anyone had a fine time, or whether rolling through verdant countryside sets your head right wasn't the point, at least not of this event. The run was designed to prove that motorcycles are economical vehicles. Well, the proof is in the pudding and the pudding comes in the form of the attached unofficial results. The names and the numbers aren't as important as the facts; that bikes save precious fuel, that bikes are viable transportation, and that seemingly something magical happens when people are astride a two-wheeler.

M.O.R.E. is PR pumping just like the Madison Ave. prodigies. There's a notable exception though, all the people who participated in this M.O.R.E. event have a vested interest. They genuinely care. There is no client other than themselves. There is no "other" account. The M.O.R.E. economy run evidences the best of public relations in that it had the good of the public that it relates to in mind.

It would be neglectful not to commend the sponsors of the event, M.O.R.E., the San Diego Van Club, and all those people who somehow do most of the work and yet never look for recognition. We think you proved a point, we hope someone is listening. ●

Results

Unofficial

Industry Overall: 1. Don Emde (Kaw 100) 147.143 MPG.

Public Overall: 1. Allen MacDonald (Hon 50cc) 171.667 MPG.

* official results to be published by displacement as soon as possible.

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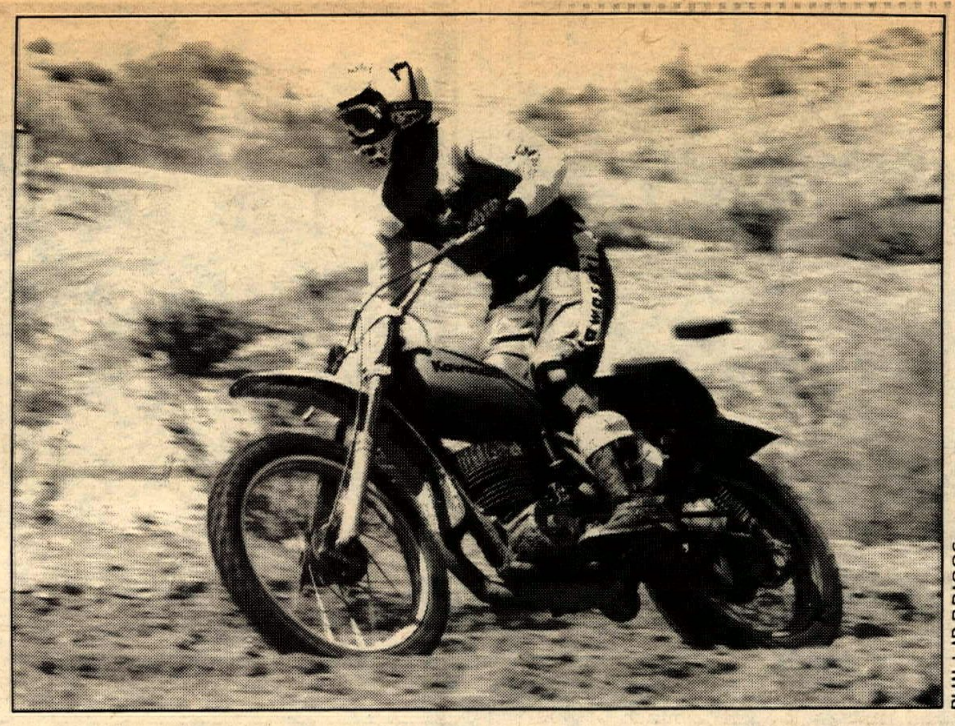

PHILLIP BRIGGS

Weinert gave lessons on style while capturing Open Pro class first.

Phoenix Trans-AMA Qualifier

The Green Hornet strikes again and git your cotton picking hands off my gin

By Philip Briggs

PHOENIX, AZ., MAR. 24

The sky was beautiful, like a blue bowl set down over these rugged foothills, without a cloud or mark except for a smudge on the rim over Phoenix some 30 miles east. It was 80 degrees, with a light breeze. Last week's rain washed the hills and the air, and everything was crisp. A beautiful day, and it belonged to Thorwaldson, Lampe, and Weinert.

Arizona Desert Raceways, the scene of this year's Phoenix Trans-AMA qualifier, sits in the rocky foothills near Liberty, Arizona. The 1.5 mile track is draped across a small valley, crossing the wash that drains it six times. From the start at the bottom, the track runs uphill, turns, crosses the wash up the hill, turns again, goes downhill, etc., swooping back and forth across the wash, finally climbing to run along the rim of the valley past the finish, the suicide jump and then back down the hill to start over. The longest straight is about 200 yards, and that's half on either side of the wash. Strikes me as "The Zigzag of Death" thrill track. Back in these hills rock is awful close to the surface, so owner/operator/promoter Phil Aurenheiemer has trucked in countless loads of silty sand, and gin trash (Eli Whitney style) to build up an acceptable track surface. The fill is at least 18 inches thick, and most of the track is 20 to 30 feet wide. The sand whoopies were bad though and by the time the 250 Pros started the whoopdies were a foot deep everywhere. Anyone who has spent an afternoon here on a 400 Suzuki would no doubt feel they'd died and gone to hell. It's a tough track, not so much on machinery as on men, and tight and rough enough that it favors good handling over power, and rider skill and stamina over mechanical trickery and cubic dollars.

The racing program consisted of 30 minute motos with two motos for the 250 and Open class Pros and one moto each for the local 125, 250 and Open Experts during intermissions. Nearly every big name on the tour was expected, but, Sunday morning found a lot of eager unknowns, mostly from California, facing Holcomb, the Jones boys, Bill Grossi, Payne, Thorwaldson, Staten and Weinert.

PHILLIP BRIGGS

Bryar Holcomb opened with a 25 yard lead only to succumb to mechanical failures.

First up were the 250 Pros. The fifty riders filled the starting line and put on a tremendous race. The drop of the gate found Bryar Holcomb up front (blue is beautiful) and setting the pace. By the third turn he'd opened up a 25 yard lead with a perfect ride. The sight of the Bul tracking arrow straight over the top of the whoopdies, and grooving around the turns as if on rails made me swell with pride even though my ratty SD is a long way from Bryar's gem. Meyers on a town bike held down second. But alas, a one-two Bult shoo-in was not to be as 10 minutes into the moto it began to come undone. Holcomb slowed, left the track trying to lap some slower riders, and began to fall back. Towards the end he made a couple of trackside conferences near the pits and finally hung it up.

The pack strung out around the entire track and everyone was racing, either for third, twenty-third or thirty-third. In this melee Thorwaldson began an unnoticed move for the lead. Unnoticed except that upon overtaking a pack of dicing riders he would slip through, over, or under and speed off to the next dog fight. I'm not sure even he knew where he was, as he kept on pressing the entire moto. Towards the end he was clearly faster than any of the other survivors. Unraveling the lap charts found Thorwaldson the winner of the first moto, and clearly faster than any other rider.

The 250 local Expert moto was dominated by the top local rider, Chuck Lampe, to a degree that not even the Pros could match. Johnny Brown copped the start and berserked it around in front for a lap and a half. Lampe calmly reeled him in, motored by, and went off and hid. Chuck's lap times on my Timex were within a second or two of the 250 Pros, and were about the same for the entire moto! He has a very efficient, conservative style, even his face is in complete repose. By the end of the moto he had a mile lead on second place! Unreal.

The Open Pro moto was never in doubt. Weinert led from start to finish making it look easy. Rather than continuning to push like Thorwaldson had to, and Lampe did as a tour de force, Jim laid back about 20 seconds out from second place and gave everyone a lesson in smoothness. The big Kaw chugged where the 250s had screamed, as shown by the lap times, which were 10-20 seconds down from Thorwaldson's and Lampe's times. It's good to see an older fellow get to work, and whip ass on those young sprouts.

An interesting side light was the equipment begin run in the various classes — there were the Montesa VRs with complete Maico front ends (Monticos?) and of course the latest in rear shock geometrics. Lots of funny looking angles, shocks, and multiple hole brackets. A portent of things to come perhaps was observed in the 250 Pro class where three or four of the fifty-plus riders had shocks mounted clear back at the axle, and nearly straight up and down. This unusual placement is said by some to give longer shock life, reduce over heating tendencies, and is less sensitive to spring rates and is therefore easier to tune to track conditions. If it catches on remember you read it first in *Cycle News*. If it doesn't, we didn't say it.

The second 250 Pro moto was a replay of the first except for Bill Payne's lead in the early stages. Holcomb had packed up and left: Meyers ate it bad while running third. I was watching him through the telephoto waiting for a shot of him lofting it out of the wash in the middle of the straight when something went wrong. I must have blinked, as I missed that part, but at about 50 MPH it looked like he and the bike disintegrated rather than separated. He got up, restarted and pressed hard again but lost a lot of time in the incident. Thorwaldson made his move about the middle of the moto for a replay of the first. Gary Jones looked good in the second moto, with his dad up there at trackside urging him on.

The second Open Pro moto was also a replay, except it took Weinert a little while to recover from a poor start and take the lead. Towards the end he was pulling wheelies for anyone with a camera, and making it look easy. And he's so colorful in green.

So that was it. A good day's racing. The track was rough, each moto was dominated by clearly superior riders, and the spectators got a good show. The track is challenging even by the standards of the Pros but most of them liked it. If there was a flaw in an otherwise perfect day it was that so few of us were there to experience it all. ●

Results

250 Moto 1: 1. Thorwaldson (Suz).
250 Moto 2: 1. Thorwaldson (Suz).
250 Overall: 1. Thorwaldson (Suz).
Open Moto 1: 1. Weinert (Kaw).
Open Moto 2: 1. Weinert (Kaw).
Open Overall: 1. Weinert (Kaw).
Local Experts
125: 1. T. Warren (Pen); 2. M. Wharton (Hus); 3. R. Jones (Pen).
250: 1. C. Lampe (Mai); 2. D. Garrett (Mon); 3. B. Brooke (YZ).
Open: 1. D. Baydstien (Bul); 2. A. Macaraeg (Hus); 3. R. Coules (CZ).

Burros High School MX

By John Ulrich

SAGE PARK, CAL., MAR. 30

The Burroughs High School Burros MX Club held its first motocross at Sage Park today. The thing that set this high school race apart from others was the fact that almost the entire desert city of Ridgecrest with a population of about 25,000, got behind the event. Joe McCuiston, a teacher and Burros MX Club sponsor, said "It was just amazing the amount of cooperation we received."

Warren Murchison, one of McCuiston's cohorts, described it as being "like hitting a vein of gold."

The school went at it in a big way. Trophies and plaques were made in woodshop classes directed by Murchison, 120 trophies being built in one day by his five woodshop classes. Local merchants donated a total of $400 to the project, Sage Park management (and alumni) donated track and watertruck use, Ridgecrest Ambulance Service donated a two man crew, and the sophomore class sold refreshments. The donated funds will be used to buy appropriate prizes and accessories for all the racers (not just the winners), to be presented at an awards dinner donated by a local restaurant in a couple of weeks.

JOHN ULRICH

Miss Motocross, Sally Cattern (L), runnersup Zindi Homer and Denise Zurn with Joe McCuiston.

Pre-race enthusiasm was generated by two pep rallies with bands and cheerleaders at the 1800-student school. Students reported that the MX rallies drew more people than any football rally in school history. They even elected a "Miss Motocross" for the race. Posters advising of grudge races were all over the place, having been painted by the art classes. "Can Mad Brad beat Rocket Robby?" asked one rhetorically.

The town support and enthusiasm was easy to see at the race, held on a blustery day on a largely flat, sandy and fast track built on a gentle slope overlooking the most magnificent desert vista one could ever hope for. Over 400 spectators paid one dollar to watch 60 racers dice it out in six three-moto races, as well as a much billed faculty race during an intermission. (Which Murchison ran away with.)

The organization was pretty tight. The amazing part was that the students put it together ran, and scored the race themselves, with a little help from McCuison. The race started off fifteen minutes late after eight pre-paid racers didn't show up. The only other significant delay was when the ambulance had to haul away one racer after a big endo. Sage Park co-owner Mike Ayers immediately started passing around a hat to collect funds to pay for the racer's $60 ambulance ride, a practice he always encourages at his track.

Flagmen actually did their job well!

JOHN ULRICH

Denise Meterier reacts to some jeers.

It was incredible.

Denise Meterier had such an easy time smoking the Powder Puff class that she had time to flip off a bunch of dudes hanging around making wise cracks. She was just the fastest girl around that day, lapping her competition in each moto.

The 125 Senior race held the most spectator interest. The big question was whether Brad Eyre, holder of the Sage Park 125cc lap record (alias Mad Brad) or Robby Cosner (Rocket Robby) would win. Robby did it, jumping into the lead at the start of all three motos. In the first moto, Brad closed a bit on him, with both of them opening up a huge gap in front of the pack. They were lapping people at the ends of motos. Robby always won.

Neil Christman, riding a fantastically old Hodaka 90 in the 100 Senior class, looked like a sure winner until his bike quit. In the third moto he just plain left everybody behind, including the many riders on Yamaha 100s. Then, just a few laps from the finish, he was out when his bike stopped on the long straight. That straight was so long, smooth, and fast that leaders in each class were actually tucking in for most of its length, ala road race and Mile style.

The 125 Junior class was berm-jumping city. Many of the riders in the program had never raced before, and most of the first-timers were in the 125 Junior class. In the first moto, the leader, Bill Earle, lost the lead when he overshot a berm on the first lap. He got going and took it back by the second lap, passing four guys in the process. Terry Burklund moved up on Earle, and was ready when Earle overshot the same berm again on the last lap, and he took the lead and the moto win. Earle recovered in time to take a distant second.

Burklund grabbed the lead at the start of the second moto, building up a five second lead over Earle , who, in the process of chasing Burklund, got 22 seconds in front of fast half of the pack, which was another 14 seconds in front of the slow half of the pack. Both Burklund and Earle lapped people like crazy in this moto, and finished one-two. Every lap from start to finish, the pair picked up five to eight seconds on the main pack.

Third moto finishes gave Burklund the overall 125 Junior win, with Earle second.

Randy Crawford rode a new KX250 to the overall win in the 250 Senior class, then after each moto loaned it to Larry Krere, who used it to take home the Open Senior class win. Of course, he was the only one in the class, but he smoked the Juniors running in the same moto, anyway.

And the future of Burros MX Club races?" We want to build a course at the school. . ." •

Results

100 Sr: 1. Keith Powers; 2. Neil Christman; 3. Jeff Winkel.
100 Jr: 1. Kris Powers; 2. Ted Payne; 3. Gary Rich.
125 Sr: 1. Robby Cosner; 2. Brad Eyre; 3. Steve McMurtrie.
125 Jr: 1. Terry Burklund; 2. Bill Earle; 3. Steve McMurtrie.
250 Sr: 1. Randy Crawford; 2. Bruce Jones; 3. Bob West.
250 Jr: 1. Greg Winters; 2. Eddie Telles; 3. Jeff Winkel.
Open: 1. Steve Mitchell; 2. Skip Temple; 3. Larry Krere.
Powder Puff: 1. Denis Meterier; 2. Diane Witwer; 3. Julie Paument.
Faculty: 1. Warren Murchison; 2. Mike McGrath; 3. Joe McCuiston.

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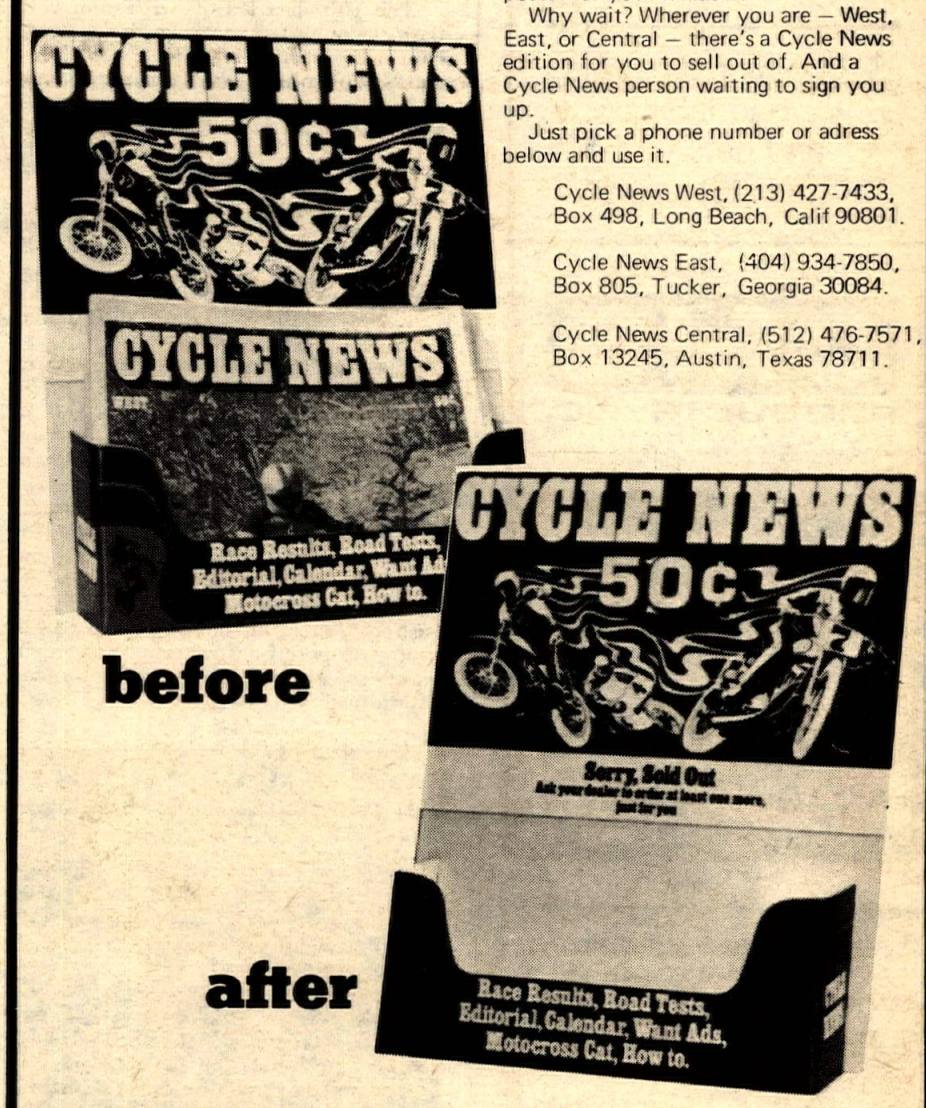

before

after

Cycle News West/Central/East

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Cycle News North

D-36 Salinas MX

By Kinsella & Doody

SALINAS, CAL., MAR. 17

The Salinas Ramblers Motorcycle Club sponsored an extremely competitive and exciting race this last Sunday. The pace was fast and the course was as rough as the jaded minds of the managers could make it; it was a maimer. There was at least one crowd pleasing crash in each moto. Fortunately the course surface was of loose sand in the bad places and no one was injured enough to quit riding.

The 100 class led off with some very flashy youngsters tearing around the course at top end with R. Rolter (Suz) and S. Eubanks (Yam) fighting for first in both motos. R. Day (Hon) and M. Marquez (Hon) were leading in the two divisions of 125 Novice. S. Bargiacchi (Mai) and G. Seim (Yam) were leaders in the 125 Junior and 125 Expert classes respectively. The two 250 Novice hot shoes were B. Diefiel (Hon) and B. Beaughan (Mai). G. Holcomb (Bul) took the 250 Amateur and R. Pocock (Mai) was first in the very fast 250 Expert field.

The hard fought 500 classes saw C. Longmire (Kaw) take the Novices, S. Long headed up the Amateurs and H. Halback beat the Experts. Long and Halback rode Maicos in classes that overflowed with the Maico logos. The day ended with the rain clouds closing in and the expectant leaders awaiting the final results which never came that day nor, as far as can be told, ever. So the results given above are highly suspect. All in all it was a good race if your trip is self-destruction. You might want to give it a try some Sunday afternoon. ●

ED DOODY

. . .you think this wheelie is hot stuff?. . .wait till you see my Jim Pomeroy impersonation.

ED DOODY

Hi-Yo Silver Away. . .R. Christensen No. 138m grits his teeth and prepares to leave Tonto behind.

CMC Sunnyvale

By Steve Castillo

SUNNYVALE, CAL., MAR. 17

The word spread quickly through the pits of Sunnyvale that the track had been changed. No, there were no uphills or breath-taking downhills added, just some re-routing of the old track which many riders seemed to like.

Two riders who went faster than anyone else on the new track were Jim Turner and Ron Self. Turner has made the switch from his Montesa VR to the new Blue Bullet from Bultaco and really is going faster and smoother than ever before. Self astride a new red Penton is another rider who has shown great improvement over the past few months. Perhaps riding in the Trans-AMA races last year had something to do with it.

When these two riders took off in the first moto of the 250 Senior race few people realized the fine race they would be treated to. Off the line first was Mike Amaral (YZ) followed closely by Turner on the A and A Motors Bultaco. Turner got by Amaral after a brief scuffle with the Yamaha pilot. Turner was now out front but coming up at full throttle was Ron Self. Self took some time in getting by Amaral but finally made his move on the new part of the course. Coming down the straight Self pulled alongside Amaral and it looked as though neither rider would let off. At the last instant Self did not brake, slammed ahead into the berm, and rocketed away from the surprised Amaral. Self then set his sights on the now-streaking *(?. . .Ed.)* Self worked his way up to Turner and that's when the action started. These two riders were so close the larger-than-average crowd was cheering them on. Self, using all he had, finally got by the stubborn Turner. That's how they finished, with Larry Gurley coming in third on his Maico.

The second round again saw Amaral pull the hole shot, followed by Jim Turner determined to win or crash trying. Jim got by Amaral but Self was soon badgering Turner for the lead. These riders were going so fast that they started lapping slower riders early in the moto. This is where Turner lost the race. Coming up on a slower rider Jim had to slow up and at that instant Self swooped by and was gone with the win. Turner had to settle for second but proved he is ready anytime to take the win overall. Larry Gurly brought his Trophy Cycle Maico in for third overall. ●

Results

Mini: 1. Neal Snarr (Ste); 2. Andy Boucher (Ste); 3. Kent Woods (Hon).
Old Timers: 1. Charles Owland (AJS); 2. Don McKenzie (Bul); 3. Mike McQueen (Hus).
100 Jr: 1. Neal Snarr (Ste); 2. David White; 3. Williams Nicholls (Yam).
125 Jr Div I: 1. Duke Dowell (Hon); 2. Mark Gardner (Ric); 3. Lou McGaffey (Suz).
125 Jr Div II: 1. Greg Finney (Hon); 2. Al Daeger (Yam); 3. Scott Schulz (Hon).
250 Jr Div I: 1. Lance Nelson (Kaw); 2. Charles Goodmiller (CZ); 3. Bob White (CZ).
250 Jr Div II: 1. Duffy Collin (Yam); 2. Joe Sakamoto (Mon); 3. Art Elloit.
Open Jr: 1. Steve Ortz (Hon); 2. Mike Kyle (Mai); 3. Mark Meder (Suz).
125 Int: 1. Dan Geery (Hon); 2. Rocky McAllen (Hon); 3. Bill Turano.
250 Int: 1. Jeff Leever (Mai); 2. Phil Kemper (CZ); 3. Todd Kalmeister (Mai).
Open Int: 1. Dan Morrison (Mai); 2. Ed Ehininger (Mai); 3. Ron Hart (Mai).
125 Sr: 1. Stuart Bussert (Hon).
250 Sr: 1. Ron Self (Pen); 2. Jim Turner (Bul); 3. Larry Gurly (Mai).
Open Sr: 1. Jim Turner (Bul).

Start of Donnybrook 250 Senior race at Sunnyvale with early leader Amaral (21) pursued by Turner (10). Eventual winner Self (8) hangs on outside.

STEVE CASTILLO

CMC scrambles

By Rex Backman

CHICO, CAL., MAR. 24

With last week's good weather the track was dry and quick. Usual Open Expert winner Greg Ferguson was absent giving Dan Peterson an easy time with the Open Expert/Junior riders. Peterson mounted on a new Husky instead of a Bul. jumped to the lead at the start and stretched it out to the finish. Les Lollar winner of past Open Novice classes won today in the Junior class, finishing in second place behind Peterson on his Maico. Del Becker (AJS) was second Junior rider in third place.

Jim Souza had to battle it out with Rodger Lollar to take the win in the Open Novice class. Souza lead the whole race but was constantly pressured by Lollar's Maico. The 250 Novice class was won by last week's winner Vince Batha (Yam). Marty Jackson (Hon) jumped to the lead and after several attempts Batha finally was able to pass him for the win. Jackson finished second followed by Gary Castillo (Hon), in fourth was Mitch Gomes (Hus).

The 125 Novice class was won by Jon Zimmerman (Hon). Zimmerman led the entire race despite pressure from the Suzuki of Mike Granger who finished second. Dick Crosby who was fifth on the white flag squeezed his way in for third place. Pat Leonard rounded out the trophy winners in fourth.

Tony King jumped to the lead on his Yamaha at the start of the 100 Novice event. King gave up the lead when he crashed and Brad Sanders (Hod) took over the first place position and went on for the win. A distant second was Bob Cervantes (Yam) followed by Calvin Itzania (Hod) in third.

REX BACKMAN

Jim Souza led Open Novice wire-to-wire at Cycleland.

John Sudburry, who usually wins the 100cc Mini class, came in second, but it was a good ride coming for a handicapped start (fifty yards behind the field). He was in third place out of the ten rider field on the second lap only to fall. He remounted and went on to finish second. Brad Baker was the winner on his Hodaka. ●

Results

70 Mini: 1. Dale Hanson (Yam); 2. Shawn Kirkley (Hon).
90 Mini: 1. Troy Arnold (Suz); 2. Troy Cummings (Hon).
100 Mini: 1. Brad Baker (Hod); 2. John Sudburry (Yam).
100 Nov: 1. Brad Sanders (Hod); 2. Bob Cervantes (Yam); 3. Calvin Itzania (Hod).
125 Nov: 1. Jon Zimmerman (Hon); 2. Mike Granger (Suz); 3. Dick Crosby (Suz).
125 Jr: 1. Del Becker (Hon).
125 Ex: 1. Jim Hubbard (Yam).
200 Nov: 1. Jerry Griswald (Pen); 2. Bruce McMorrow (Bul).
250 Nov: 1. Vince Batha (Yam); 2. Marty Jackson (Hon); 3. Gary Castillo (Hon).
Open Nov: 1. Jim Souza (Hus); 2. Rodger Lollar (Mai).
Open Jr: 1. Les Lollar (Mai); 2. Del Becker (AJS).
Open Ex: 1. Dan Peterson (Hus).

The Owyhee MC MX

By Lenore Richardson

BOISE, IDA., MAR. 10

A good turnout of both riders and spectators helped make today's event a tremendous success.

The day's first class, Minibike Expert, got off to a roaring start with Loren Shockey, Tim Gallegos, and Jerry Wright fighting for the first place trophy. Shockey kept well out in front and led the pack to a first moto win. Gallegos bested Shockey's efforts by tying the score in the second moto. The third moto saw Gallegos' Honda nudge Shockey's Yamaha and slip in for the win.

It was Yamaha first and Honda second in the Mini Beginner class where Roger Andree locked up first place and Joe Wright right behind.

Dan Mueller captured the 125 Beginner honors along with Tim Wright 125 Expert winner. ●

Results

March 17, 1974
Mini Beg: 1. Danny Atkinson; 2. Roger Andree; 3. Dan Davis.
Mini Ex: 1. Joe Turner; 2. John Davis.
125 Beg: 1. Terry Anderson; 2. John Muller; 3. Dan Moore.
125 Ex: 1. Bud Sparks; 2. Bill Cook; 3. Dan Taylor.
250 Beg: 1. David Newell; 2. Rick Davey; 3. Anthony Miller.
250 Ex: 1. Vic Greenfield; 2. Buster Aguirlar; 3. Larry Buffington.
Open Ex: 1. Bruce Harris; 2. Joe Cook; 3. Dan Renk.
Open Beg: 1. Rob Horn; 2. John Larsen; 3. Curt Thurman.
March 10, 1974
Mini Beg: 1. Roger Andree; 2. Joe Wright; 3. Dan Davis.
Mini Ex: 1. Timmy Gallegos; 2. Loren Shockey; 3. Jerry Wright.
125 Beg: 1. Dan Muller; 2. Terry Anderson; 3. John Stone.
125 Ex: 1. Tim Wright; 2. Bud Sparks; 3. Nate Cross.
250 Beg: 1. Rick Davey; 2. Ren Ross; 3. Bill Johnson.
250 Ex: 1. Tim Wright; 2. Buster Aguilar; 3. Mark Shepherdson.
Open Beg: 1. David Pickett; 2. Curt Thurman; 3. William Defrics.
Open Ex: 1. Bruce Harris; 2. Joe Cook; 3. Lonny Wright.

are going to have to look at the format used in California and restructure our program in order to accommodate all the riders who want to participate. ●

Results

OPEN EX: 1. Preston Gerber. 2. Kim Morgan. 3. Laddy King.
250 EX: 1. Woddy Lawhon. 2. Randy Ferre. 3. Gary Neff.
200 EX: 1. Robert Raedel. 2. John Harrelson. 3. Dwight Person.
125 EX: 1. Steve Burgess. 2. Rich Plumb. 3. Cody Lewis.
100 EX: 1. Todd Harrison. 2. David Crandall. 3. Terry Borden.
OPEN AM: Don Hyatt.
250 AM: Randy Sargent
200 AM: Craig Bardsaley
125 AM: John Wahley
100 AM: Val Argyle.
OPEN NOV: John Vetere.
250 NOV: Danny Maxwell.
200 NOV: Steve Batchelor.
125 NOV: P. Anderson.
100 NOV: Cory Fossett

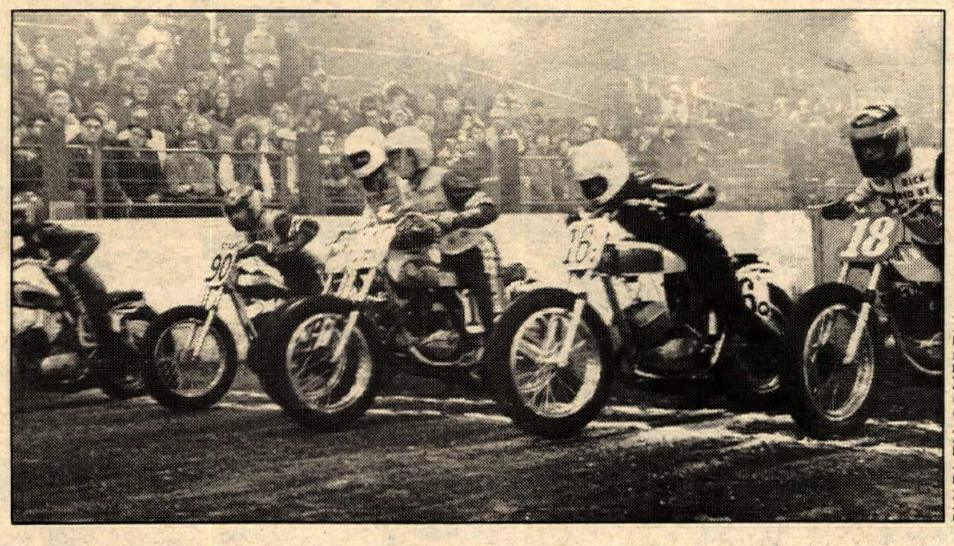
Benton indoor

By Shirley Campbell

CORVALLIS, ORE., MAR. 16

There were Amateurs, Novices, Juniors and Expert Pros. Mix them all together and you come up with a fantastic night of racing. There was a good turnout of riders and spectators. The Trophy Dash and A Mains were very fast and from the impressions of the crowd it would be my guess the races were enjoyed by all.

In A Main Minibike action, Scott Miller (Hon) turned it on and won the race by almost half a lap. Randy Rice (Hon) and Jerry Black (Hon) had a race and holding his lead ahead of Ike Reed (Kaw). However, Williams was in great form and led the A Main from start to finish. Heeter took a very close second with Ike Reed a third. Williams also won the 360 Trophy Dash. ●



SHIRLEY CAMPBELL

Ike Reed (90) on outside was eventual winner as 360 heat start uncoils like an overwound mainspring.

D-26 Hot Springs MX

By Jack Archibald

BOUNTIFUL, UTAH, MAR. 17

The first D-26 motocross point event of the year was held today. One hundred Expert and 220 Amateur and Novice riders signed up for the event. Because of the large entry the race was cut to two motos.

The Open Expert class was hotly contested by Preston Gerber and Kim Morgan; each rider won a first and a second place with Gerber getting first by virtue of his first place in the last moto.

The 250 Expert class was won by Woody Lawhon with two second place finishes. The two first place winners, Robert Plumb (winner of the Support class at Los Angeles Coliseum) and Kenny Archibald (Number One D-26 Plate Holder) each had mechanical trouble in their other moto and finished out of contention.

The 125 Expert class had the largest entry of the day with 30 riders at the start. Steve Burgess (Number Two D-26 Plate Holder) took first in both heats.

Dirt racing in the State of Utah is at the explosion stage and before long we all their own for second place with Rice winning out. Trophy Dash winner was Randy Rice from Corvallis.

Nick Nelson (Ric) was very consistent and came up with a win in the 100 class Trophy Dash and the A Main. Fred Harriman (Kaw) was second with a third going to Chet Davis (Yam).

In the 125 class, Keith Nerseth controlled the action all the way in the Trophy Dash to take first. The A Main thriller was fast. Nerseth, fast off the line, was in the lead with Ike Reed (Kaw) and Jeff Celorie (Yam) trying to catch him. Reed got by Nerseth after the white flag. After that it was a wild chase all the way to the finish. Ike Reed won, but it wasn't easy. Nerseth was right on him for a second. Jeff Celorie was third.

Trophy Dash winner in the 200 class was Alan Busby (Bul). Busby went on to claim first place in the A Main. Steve Sweet (Bul) came in second with a close third to Eddy Duncan (Puc).

A great performance by Rick Oliver (Bul) in the 250 Trophy Dash, gave him the win. In the A Main, Oliver started in the lead with Mark Williams (Kaw) and Charles Standeford (Suz) pressing close behind. Williams being the smooth rider he is, streaked past Oliver and won the race. Oliver and Standeford were right behind.

Another spectator thriller was the 360 A Main. We saw Jack Heeter (CZ) trying to catch Mark Williams (Kaw)

Vallejo scrambles

By James Brammer

VALLEJO, CAL., MAR. 22

Duane Yarrow is the man to beat in the Friday night scrambles at Vallejo Speedway. Phil Anderson did just that in the 250 Expert final. Riding a 1974 VR Montesa, Anderson held the lead throughout the final with second place Yarrow (Yam), Dave Faria (Oss), Jerry Bland (Bul), and Bill Bisel (Suz) following closely.

Yarrow (Yam) won the 360-500 Expert class including his qualifying heat where his brother Allen Yarrow (Yam) fell, and Jerry Kole ran off the track. They returned to the race finishing last and still transfered to the final. In the final, Duane held the lead with Ron Kesler (Suz) doing the chasing and Allen Yarrow moving up for third.

Steve Young (Tri) and Phil Anderson (Tri) finished one-two in the 650 Expert class, but they didn't have to compete against the snortin' Norton ridden by Cliff Servetti to first in the 650 Junior final.

Ross Putnam (Tri) repeated his opening night win in the 650 Novice class with Bill Morgan (Tri) second.

Brian Koga (Suz) ran off with the lead in the 250 Junior class in his qualifying heat, with Rick Delacy finishing third. Once Rick Delacy broke into the lead in the 250 Junior final, it became a wild race. Donnie Stommell (Suz) moved up from third to second and closed on the highly rated short track Expert at the finish. Sacramento rider, Pete Finney (Yam) took third.

Forty-nine entries in the minicycle races swelled the total program to more than 270 riders, an increase of 70 riders in one week.

A girl won one of the minicycle races. Bryan McDowell (Yam) won the 70-80 Junior final. Doug Paber was first in the 70-80 Novice class. ●

Results

100 Nov: 1. Scott Whitaker (Bul); 2. Gary Pedro (Kaw); 3. Tom Robertson (Yam).
125 Nov: 1. Greg Hull (Hon); 2. Dave Elkins (Bul); 3. Mike Delacy (Yam).
125 Jr/Ex: 1. Gary Pietruskiewicz (Suz); 2. Allen Wood (Hod).
200 Nov: 1. Tom Page (Bul); 2. John Gerhardt (Bul); 3. David Allen (Bul).
250 Nov: 1. Richard Garzoli (Suz); 2. Pat Lawler (Bul); 3. Greg Howell (Bul).
250 Jr: 1. Rick Delacy (Yam); 2. Donnie Stommel (Suz); 3. Pete Finney (Yam).
250 Ex: 1. Phil Anderson (Mon); 2. Duane Yarrow (Yam); 3. Dave Faria (Oss).
360 Nov: 1. Joe Gonzalle (Yam); 2. Dallas Davis (Yam); 3. Greg Kefer (Kaw).
500 Nov: 1. Michael Avilla (Mai); 2. Jim Murdock (Yam); 3. Don Hanon (Yam).
260-500 Jr: 1. Pete Dolcini (Yam); 2. 35D (Bul); 3. Rick Hatler (Yam).
360-500 Ex: 1. Duane Yarrow (Yam); 2. Ron Kesler (Suz); 3. Allen Yarrow (Yam).
650 Nov: 1. Ross Putnam (Tri); 2. Bill Morgan (Tri).
650 Jr: 1. Cliff Servetti (Nor); 2. Randy Hall (BSA).
650 Ex: 1. Steve Young (Tri); 2. Phil Anderson (Tri).

Novice riders scramble hard for transfer points.

JAMES BRAMMER

RESULTS

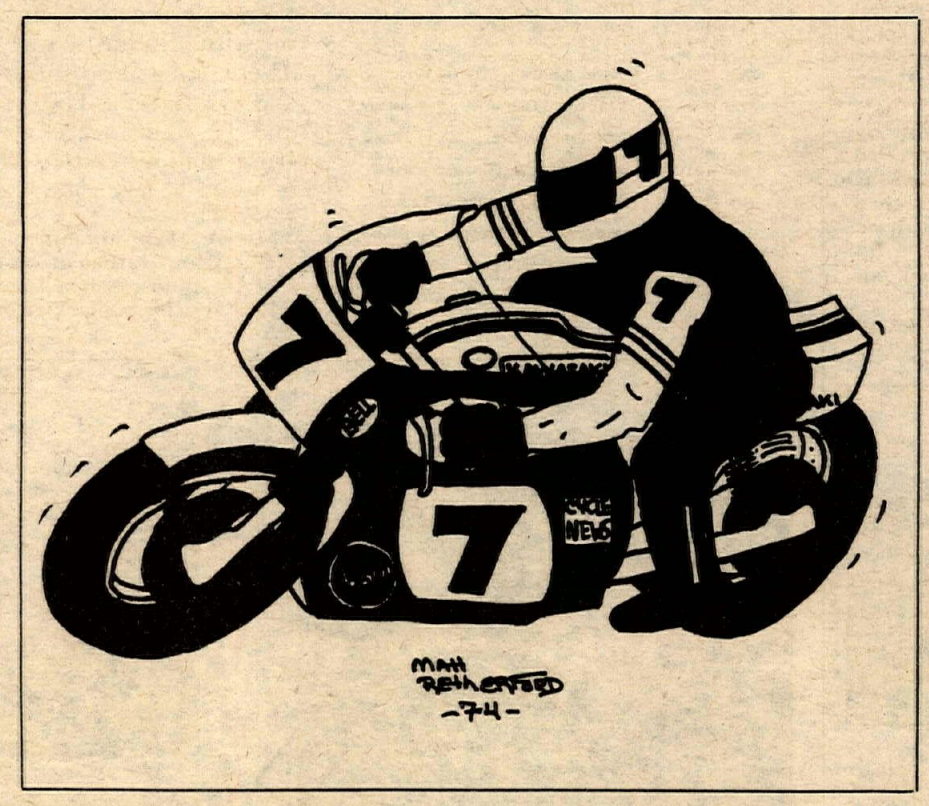
Trojan Minis
South Gate, Calif.
Mar. 26, 1974
by Gloria Simmons

0-51 MINI	
Rudy Dickenson	Ind
Tracy Smith	Ind
Gary Schooley	Ind
0-61	
Buddy Crisp	Yam
Mike Burton	Yam
Rudy Dickenson	Ind
0-81 11 & UNDER	
Eddie Glover	Hon
Derik Bland	Yam
Rex Smith	Hon
0-81 12 & OVER NOV	
Ricky Smittle	Hon
Mike Johns	Hon
Tony Cota	Hon
0-81 EX 12 & OVER	
Steve Flatebo	Hon
Joey Tucci	Hon
Ricky Simmons	Hon
0-81 P.P.	
Pam Bennett	Hon
Cheri Cota	Hon
Kelly Ward	Hon
11 & UNDER FLAT TRACK	
Rex Smith	Hon
John Burrows	Hon
Eddie Glover	Hon
12 & OVER FLAT TRACK	
Steve Flatebo	Hon
Gordie Kidd	Hon
Ricky Smittle	Hon

Official Results
SOBOBA Indian G.P.
San Jacinto, Calif.
Feb. 17, 1974

*J. Fishback	EX CZ
*R. Lee	Ex Yam
*D. Aldana	Ex Tri
*R. Lyster	Nov Mai
*D. Dugan	Ex Hus
*M. Fenton	Ex Pen
*W. Saltzman	Ex Hus
*S. Subith	Ex Mai
*K. Parker	Ex CZ
*S. Rauch	Ex Hus
*S. Hurd	Ex Hus
T. Schmid	Ex Yam
*J. Leighton	Am Hus
D. Davidson	Ex Yam
*C. Adams	Am Hus
J. Flowers	Ex Suz
*J. Bailey	OT Yam
*A. Karschner	Am Hon
*B. Baxter	Nov Hus
*A. Cancino	Am Hus
*J. Heininger	Ex Can-A
P. Lambert	Ex CZ
*B. Linder	Am Bul
*D. Harshbarger	Nov Hus
*B. McLeod	Nov CZ
*M. Beanway	Nov Mon
*B. Omelas	Am Yam
*D. Teubner	Am Hus
*R. Monreal	Nov Hon
*D. Wilson	OT CA
*D. Stagg	Nov Hus
R. Sexton	Ex Puc
*D. Kruse	Am CZ
*B. Haislett	Am Hus
*A. Smith	OT Yam
*M. Harris	Nov CZ
*T. Burt	Nov Hon
B. Blackburn	AM Hus
*R. Ragsdale	OT Hon
B. Campbell	Am Bul
R. Izard	Am Mai
*G. Mays	Am Yam
D. Buzza	Nov Hus
J. Francis	Ex Hus
*K. Winkler	Am Yam
D. Cooper	Am Hon
P. Sorensen	Am Yam
*R. Farvour	Nov Yam
K. Long	Ex Hus
K. Strommer	Ex CZ
*R. Henry	Nov Hon
J. Ringo	Am Suz
R. Hobbs	Am Yam
R. Santry	Am CZ
*B. McLeod	Nov Bul
J. Shanko	Am Yam
S. Flanders	Am Mon
*G. Peacock	Nov Yam
*D. Phillips	Nov Yam
J. Lemke	Am —
J. Strand	Ex Yam
*D. Brant	Nov Yam
*B. Page	Nov Yam
W. McDonald	Am Suz
E. McKenzie	Nov Yam
*R. Monreal	Nov Hus
R. Dunlap	Am CZ
*J. Kistler	Nov Hon
E. Strommer	Ex CZ
*W. Wright	Nov Hon
F. Germain	Am Hon
R. Danly	Ex Hus
*J. Field	Nov Hon
*C. Wheat	OT Mai
J. Howard	Ex CZ
B. McLeod	Nov Bul
*T. Grbavach	Nov Hus
*D. Willis	Nov Yam
D. Houghton	Am Mai
P. Patterson	Am Hus
N. Simmons	Ex Mai
*M. Albright	Nov Yam
*D. Doty	Nov Pen
*F. Coppi	Nov DKW
J. Meehan	Am Hus
E. Sanchez	Ex CZ
*H. Yazell	Nov Yam
*H. Scdoris	OT CZ
*L. Langley	Nov Hon
*D. Tingstrom	Nov Suz
T. Warren	Nov Yam
*G. Semenza	Nov Hus
D. Henninger	Am Yam
K. Clark	Am Yam
*D. Lumbattis	Nov Hod
*C. Williams	Nov Hus
B. Vice	Nov CZ
*W. Schumacher	Nov Yam
D. Mock	OT CZ
C. Willis	OT Yam

* Indicates Trophy
264 Finishers



CRC MX
Indian Dunes Pk.
Valencia, Calif.
Mar. 24, 1974
by The Shadow

POWDER PUFF	
Juana Madrid	Suz
Elaine Parson	Yam
Valerie Stefan	CZ
POWDER PUFF UNDER 16	
Jan Kline	Hon
Sandy Gonzales	Hon
Kim Lavigne	Pen
100 MINI	
Mike Lewis	Hon
Brian Myerscough	Hon
Dave Bush	—
60 MINI	
Randy Beck	Yam
Renee Baker	Yam
Tony Barbacovi	Yam
80 MINI BEG	
Donald Draskovich	Hon
Mark Cahill	Hon
Tony Acuna	Hon
80 MINI NOV	
Mark Richardson	Gem
Mark Hickey	Hon
Rickey Ryan	Hon
80 MINI ADV	
Tommy Hopkins	Cha
Brad Roberts	Bar
Mike Marshall	Hon
100 BEG	
Mike Schell	Hon
James Fay	Hod
Skipper Kelley	Hod
100 BEG UNDER 16	
Steve Wade	Yam
Gary Wasson	Yam
Mark Hickey	Pen
100 NOV	
Jeff Smith	Yam
Anthony Costantini	Yam
125 BEG	
Perry Bacino	Hon
Lynn VanNoy	Hon
Steve Miranda	Suz
125 BEG UNDER 16	
Barry Vanderpool	Hon
Brett Wade	Hon
Mark Brown	Pen
125 NOV	
Lionel Isa	Hon
Mike Pillar	Yam
Tony McNeal	Hon
125 NOV UNDER 16	
Randy Gauvin	Hon
Mike Dunlap	Hon
Cary Bren	Hon
250 BEG	
Terry Glessing	Hon
Marty Westerman	Hon
Jeff Winkel	CZ
250 BEG UNDER 16	
Kevin Kilpatrick	Yam
Don Dixon	Yam
Doug Renno	CZ
250 NOV	
Fred Mathews	Suz
Joe Jones	Hon
Dwight Strayer	CZ
250 NOV UNDER 16	
Andy Segale	Hus
Frank Vargas	Hus
OPEN BEG	
Marty McCreary	CZ
Dave Turnquist	CZ
Carl Schilling	Hus
OPEN NOV	
Dave Caspary	Mai
Pat Dailey	CZ
Bill Bryan	CZ
125 INT	
Mark Ritchie	YZ
Bob Garrabrandt	Yam
Tommy Luera	Hon
100 EX	
Mike Brown	Pen
Bill Barlow	Suz
125 EX	
Brad Eyre	Yam
Bryan Dodge	Hon
Doug Anderson	YZ
125 VET	
Jerry Allen	DKW
Floyd Paugh	Suz
250 VET	
Dave Turnquist	CZ
Bob Harringtu..	Yam
Chuck Ramsey	Yam
OPEN VET	
Bob Mortensen	Mai
Robert W. Jones	Suz
Chuck Whittington	Mon
250 INT	
Bob Warren	Hon
Russ Ammon	Yam
Jon Page	Bul
250 EX	
Frank Giardina	Mai
Randy Stubbs	Yam
Dan Whitlock	Cop
OPEN EX	
Dan Barnes	CZ

Official Results
Top 30
Chaparrals Coyote
150 Enduro
29 Palms, Calif.
Mar. 3, 1974

SWEEPS WINNER	
Bob Steffan	
OVERALL	
B. Steffan	Bul
M. Hannon	Bul
J. Townsend	Bul
S. Bell	CZ
D. Evans	Oss
G. Ekins	Bul
W. Fulton	Byl
T. Spurlock	Wiz
P. Turgasen	Tri
B. West	Oss
W. Tabor	Hus
R. Sheridan	Yam
P. Hoffer	Bul
T. Camaret	Suz
' Miller	Yam
S. Baldwin	Yam
R. Platt	Yam
R. Knapp	Hus
K. Kledzik	Yam
K. Lewis	Pen
H. Holsted	Hon
J. Fox	Bul
G. Schmidt	Yam
J. Bailey	Duc
K. Williams	Hus
R. Maloy	Suz
G. Dickson	Bul
F. Molina	Oss
L. Wight	Yam

Int'l. Trial Assoc.
Saddleback Park
Irvine, Calif.
Mar. 24, 1974

AMATEUR	
Greg Lersch	Bul
Leo Eaton	Mon
Brian McDonald	Bul
NOVICE	
Steve Morgan	Mon
Paul Williams	Hon
Karl Anderson	Mon
BEGINNER	
Lyle Ottele	Yam
Bill Sammons	Hon
Chuck Lunde	Hon
Don McElhany	Mon
Hugh Spear	Hon
Robert Wolfe	Bul
Marty Lunde	Gre
Jim Wakeland	Gre

R.A.C.E. MX
Corona Rcwy.
Corona, Calif.
Mar. 28, 1974
by Tom Blattler

MINI	
Scott Tipton	Hon
Mike Knupp	Hon
John Rogers	Hon
100 JR	
Dave Jones	Hod
Jeff Heigl	Hod
125 BEG	
Barry Verdusco	Pen
Paul Hernandez	Hon
Clete Brannan	Yam
125 JR	
Mike McMichael	Suz
Rick Rogers	Suz
Mike Luna	Yam
125 SR	
Dave Williams	Pen
Troy Breker	Hon
Al Cancino	Hon
250 BEG	
Skip Salvini	Suz
Doug Griffith	Bul
Dan Hundley	Yam
250 JR	
Eddie Clark	Hon
Scott Wallace	Kaw
Fred Knapp	Kaw
250 SR	
Dennis Hazlett	Yam
Brad Lynch	Mai
Mike Krebs	CZ
500 JR	
Jim Ryan	Suz
Tom Pollard	Yam
Larry Walling	CZ

Motocross
Owyhee M.C.
Boise, Idaho
by Lenore Richardson

125 BEG	
Lance Cornell	Hon
Kelly Perkins	Hon
John Stone	Suz
125 EX	
John Pakalenka	Hon
Dan Taylor	Hon
Randy Lee	Hon
250 BEG	
Mike Adam	Hon
Dan Moore	Oss
Anthony Miller	Suz
250 EX	
Tim Wright	Hon
Vic Greenfield	Hus
Dale Jauert	Mai
OPEN BEG	
Jim Newcomb	Yam
Steve Cowles	Yam
Michaelcoey	Hus
OPEN EX	
Dan Rink	Yam
Joe Cook	Bul
Robert Moore	Oss
MINI BEG	
Danny Atkinson	Yam
Joe Wright	Hon
Roger Andree	Yam
MINI EX	
Jerry Wright	Hon
Butch Richardson	Hon
Loren Shocky	Yam

Route Check Blank

Gas pains gettin' to ya, booby? Wow, what a bummer. For **ABSOLUTELY NOTHING** we're going to help you get to school, work, or the **RACE.** Yeah, that's important, ya know? If you'd like to help your fellow biker and meet some neat people, put a listing in our column. Send your first name, your phone number, and the approximate places that you travel to and from and on what days of the week you do so.

All ads are free — save gas — pool your van.

Name PLEASE PRINT!

Address City State Zip

City to City

Check how long you want your ad to run
☐ 1 time ☐ 2 times ☐ 3 times ☐ 4 times

Area Code Phone Number

MVMC Motocross
De Anza Cycle Pk.
Sunnymead, Calif.
Mar. 24, 1974

MINI BEG	
Shawn Richey	Hon
Eric Collins	Hon
Robert Bridges	Hon
MINI P.P.	
Michele Williams	Hon
MINI EX	
Robin Richey	Hon
100 BEG	
Chito Matinez	Yam
Kevin Karos	Yam
Davy Jones	Suz
100 JR	
Mickey McDougal	Yam
Tim Cohee	Yam
Robert Russel	Yam
125 BEG	
Randy Trunnell	Hon
Corky Boyer	Hon
Craig Brumett	Hon
125 JR	
Jeff Voss	Hon
Jim Cupp	Hon
Monte Perlin	Suz
175 BEG	
Jim McGowen	Suz
Joe Pena	Suz
250 BEG	
Mike LeClair	Yam
Jeff Shamblin	Hon
Walter Brant	Hon
Gary Selby	Yam
OPEN BEG	
Rob Levig	Suz
Al Parker	Kaw
Gary Pohlman	Suz
250 JR	
Scott Vaughn	CZ
Richard Akre	Yam
Dennis Peck	Hon
Ron Hamada	Kaw
250 INT	
Tom Burt	Hon
Dirk Houghton	Suz
Tom Karos	Hon
250 SR/EX	
Morgan Malocco	Hus
Greg Byers	Kaw
Don Bazemore	Hon
OPEN JR	
Kevin Cox	Yam
Tom O Camb	Suz
OPEN SR/EX	
Mike Ballou	CZ

MVMC Motocross
De Anza Cycle Pk.
Sunnymead, Calif.
Mar. 23, 1974

MINI BEG	
Chris Bridges	Hon
MINI JR	
Robert Bridges	Hon
100 BEG	
Jeff Morris	Yam
Alvin Long	Yam
Bart Hitt	Suz
125 BEG	
Jamie Lanari	Hon
Gary Cain	Hon
Pete Peterson	Hon
125 JR	
Kenny Morris	Hon
Paul Ivie	Yam
Dave Hill	Pen
125 PP	
Debbie Lutz	Yam
Lori Lutz	Hon
125 INT	
Tom Burt	Hon
250 BEG	
Marty Wells	Hon
David Earnest	Yam
Randy Lutz	Yam
250 JR	
Gary Peterson	CZ
250 SR/EX	
Don Bazemore	Hon
OPEN BEG	
Rob Levig	Suz
OPEN JR	
Roger Kramar	Mai

TT Scrambles
& Flat Track
Corona Rcwy.
Corona, Calif.
Mar. 21, 1974

TT SCRAMBLES	
MINI COMB	
Bobby Hart	Hon
Stan Kinsey	Kaw
Jerry Renner	—
100 NOV	
Ron Byers	Kaw
Jon Waples	Kaw
David Waples	Kaw
100 AM/EX	
Ricky Naymola	Yam
Randy Monroe	Kaw
Kip Johnston	Kaw
125 NOV	
Greg Foster	Yam
Mark Williams	Hon
Tom Holmes	Hon
125 AM/EX	
Ricky Naymola	Yam
Mike Tidwell	YZ
Eddie Lawson	YZ
200 COMB	
Hal Cheetwood	Bul
Randy Hoggard	Bul
Robert Riffle	—
250 NOV	
Terry Statum	Yam
Robert Spicer	Yam
Greg Zehner	Yam
250 AM	
Bruce Reynolds	Bul
Dewey Seaver	Yam
Kirk Doyle	Yam
250 EX	
Hal Cheetwood	Bul
Mike Tidwell	YZ
Dick Lewis	Kaw
OPEN NOV/AM	
Clyde Dennen	Suz
Lowell Nelson	Bul
Eric Olesen	CZ
OPEN EX	
Jim Wright	Bul
Brian Tolson	Mai
Paul Lambert	Yam
SHORT TRACK	
MINI COMB	
Ray Lovell	Hon
Jerry Renner	Suz
Bobby Hart	Hon
100-125 NOV	
Gordie Kidd	Hon
Lars Liljeblad	Kaw
Tom Holmes	Hon
100 AM/EX	
Ricky Naymola	Yam
Randy Moore	Kaw
Pat Richmond	Kaw
125 AM/EX	
Ricky Naymola	Yam
Mike Tidwell	YZ
Eddie Lawson	YZ
275-200 COMB	
Hal Cheetwood	Bul
Randy Hoggard	Bul
Robert Riffle	Bul
250 NOV	
Kelly Morriston	Bul
Terry Statum	Yam
Robert Spicer	Yam
250 AM	
Tim Thibodeaux	Yam
Kirk Doyle	Yam
Bruce Reynolds	Bul
250 EX	
Hal Cheetwood	Bul
Rich Warren	Bul
Mike Tidwell	YZ
OPEN NOV/AM/EX	
Jim Wright	Bul
Clyde Dennen	Suz
Rick Holmes	Yam

Nevada TT Assoc.
Mar. 24, 1974

MINI BEG 60	
Michael Aguiliera	Yam
James Kimberlin	Yam
Robert Guevara	Yam
MINI BEG 80	
RonWickliffe	Hon
Bill Hill, Jr.	Suz
Bruce Hale	Yam
MINI NOV DIV I	
Robin Harris	Hon
Johnny Harshman	Hon
Stefan Dudek	Ind
MINI NOV DIV II	
Troy Fitch	Suz
Kevin Kellett	Suz
Eric Martin	Hon
MINI AM	
Mike McCarty	Yam
Paul Emerson	Hon
Mark Garban	Hon
MINI EX	
Jimmy Kruger	Suz
Kevin Davis	Ind
Marv Chapman	Suz
MINI 60 NOV	
Ron Ellenburg	Ind
Darren McCarty	Yam
Lawrence Pacheco	—
100 NOV DIV I	
Mike Cordero	Kaw
Mitch Wells	Hod
Jack Curtis	Yam
100 NOV DIV II	
Marv Chapman	Yam
John Haddad	Kaw
Robin Harris	Yam
125 NOV	
James McFerrin	Yam
Craig Martin	Hon
Jacmes Johnson	Hon
125 AM/EX	
James Boyer	Pen
Mike Brotherton	Bul
Jimmy Yell	Hon
250 NOV	
Jerry Drescher	Yam
Scott Taber	Oss
Norm Barron	Bul
Jon Ogren	Yam
250 AM/EX	
Daryl Mason	Oss
Tom Warne	Yam
Mel Chapman	Mai
500 NOV	
Dennis Roberts	Yam
Joe Garban	Mai
Ray Charlesworth	Suz
500 AM	
Bob.Chivvis	CZ
Jay Kidwell	CZ
John VanHoove	Mai
OVER 38	
John VanHoove	Mai
Jack Winebarger	Yam
SHORT TRACK	
MINI BEG	
Bill Hill, Jr.	Suz
James Kimberlin	Yam
Mike Williams	Hon
MINI NOV	
Ron Ellenburg	Ind
Robin Harris	Hon
Marcel Emerson	Hon
100 NOV	
Mitche Wells	Hod
Steve VanHoove	Ste
MINI SQUIRREL	
Kerry Fox	Hon
D. Saavedra	Hon
J. Dorsett	Hon
MINI AM	
Kevin Davis	Ind
Paul Emerson	Hon
Troy Fitch	Suz
250-500	
Daryl Mason	Oss
Bob Chivvis	CZ
John VanHoove	Mai

TT Scrambles
& Short Track
Perris Rcwy.
Perris, Calif.
Mar. 24, 1974

TT SCRAMBLES	
MINI	
Michael Sharp	Tor
Marty Jamerson	Hon
Jeff Moon	Yam
100 NOV	
Dylan Neihart	Yam
David Waples	Kaw
Dorothy Rowe	Yam
125 NOV	
Tom Gayler	Yam
Gary Staddan	Yam
Dynamic Davenport	Yam
250 NOV	
Johnny Lightning	Bul
Richard Beck	Yam
Jesse James	Mon
250 NOV	
Dorothy Rowe	Yam
Robert Spicer	Yam
Cary Teake	Hon
250 AM/EX	
Michael Beck	Bul
Rich Kouns	Bul
Jeff Miller	Yam
NOV MOTO	
Scott Bodkin	BSA
Jess King	Suz
Ken Fuller	Bul
AM/EX MOTO	
Bill Klaers	Mai
Greg Schweers	BSA
Ken Miller	Yam
SHORT TRACK	
100/125	
Dylan Neihart	Yam
Dorothy Rowe	Yam
Tom Gayler	Yam
250	
Robert Spicer	Yam
Richard Beck	Yam
Jesse James	Mon
250	
Michael Beck	Bul
Jeff Miller	Yam
Marc Jones	Kaw
350 & UP	
Ken Miller	Yam
Mark Fitzgerald	Yam
Andy Skeel	H-D

Elsinore Rcwy.
Elsinore, Calif.
Mar. 23, 1974
by Tom Fortune

MINI NOV	
Keith Grant	Hon
Stan Kinsey	Kaw
MINI NOV	
Kenny McIntyre	Hon
John Penner	Hon
MINI AM	
Sean Ryan	Hon
Tim Stewart	Hon
SHORT TRACK	
MINI NOV	
Sean Ryan	Hon
Stan Kinsey	Kaw
100 NOV	
David Leach	Kaw
Bob Hall	Yam
Don Smith	Pen
125 NOV	
Tony Wanket	Hon
Lance Mayne	Yam
Perry Drayer	Yam
250 NOV	
Jim Summers	Yam
Jerry Notelborg	Bul
Ron Aguirre	—
500 OPEN NOV	
David Brookbank	Yam
Dennis Krang	Yam
SPEC NOV	
Jim Summers	Yam
Jack Newman	—
125 BEG	
Matt McBride	Mon
Charles Oswold	Kaw
Greg Kapsner	Suz
250 BEG	
Greg Zehner	Yam
Larry Stormen	—
Dennis Baudain	Hon
125 AM/EX	
Ricky Namola	Yam
Mark Prescott	Yam
Bobby Butt	Yam
250 AM/EX	

Bill Carpenter	Yam
Bruce Reynolds	Yam
Greg Zamora	—
SPEC EX	
Lowell Nelson	Bul
Bruce Reynolds	Bul
Derek Katanic	Kaw
SWEEPS	
Ricky Namola	Yam

Motocross
Las Vegas MX Club
Mar. 3, 1973

MINI BEG 60	
Grant Garban	Yam
Randy Pace	Yam
Sean Steele	Hon
MINI BEG 80	
Marcel Emerson	Hon
Patrick Shields	Hon
Cal Wachtel	Hon
MINI NOV	
Mark Garban	Hon
Ron Ellenburg	Ind
Donnie Toti	Hon
MINI AM	
Paul Emerson	Hon
Kevin Steele	Hon
Troy Fitch	Suz
MINI EX	
Lenny Giger	Hon
Todd Kutcher	Hon
Marv Chapman	Yam
100	
Todd Kutcher	Yam
Rod Ahlstrom	Yam
Gino Cusoli	Yam
125 NOV DIV I	
Tony Brunetti	YZ
Raul Rodriquez	Suz
Tony Cobb	Suz
125 NOV DIV II	
John Sankovich	Hon
Ron Cap	Hon
Jim Johnson	Hon
125 AM	
Tim Bowman	Suz
Pete Escoto	Hon
Jim Boyer	Pen
125 EX	
Gregg Smith	Hon
Mel Chapman	Ric
250 BEG	
Rod Cochran	Suz
Bill Graves	Hon
Bruce Ballard	Yam
OVER 38 CLASS	
George Milford	Hon
John VanHoove	Oss
Roy Wachtel	Suz
250 NOV	
Phil Connell	Hon
Nick Sankovich	Mon
Jim LaVigne	Suz
250 AM	
Roger Wells	Kaw
Sid England	Hon
Mark Green	CZ
250 EX	
Bill Oerding, Jr.	YZ
Mel Chapman	Mai
Mike Sankovich	Mai
500 NOV	
Roy Taylor	Yam
Robert Mitchell	CZ
Ray Charlesworth	Suz
500 AM	
Dobie Pursley	Suz
John VanHoove	—
Dennis Johnson	Yam

TRA Top Five
of each class for
MX Season
Mar. 24, 1974
by Shirley Campbell

MINI MOD	
Loren Erickson	135
Shawn Steinback	116
Mark Campbell	55
Tony Blanton	54
Randy Duval	37
100 SR	
Randy Binder	131
Rustin Gore	101
Dan Worthington	57
Kelly Wirtz	50
Rudy San Martin	34
125 EX	
Steve Williams	100
Dean Rhodes	68
Phillip Randell	66
Charlie Patterson	58
Brad Hurst	57
200 EX	
Pat Healey	89
Chet Campbell	69
Ron Williams	52
Al Muse	47
Arnold Burton	34
250 EX	
Steve Williams	116
Skeet Hise	102
Keith Nerseth	57
Don Binder	42
Rick Oliver	33
OPEN EX	
Jack Heeter	107
Charles Standeford	91
Lester Huey	37
Laverne Gave	36
Brad Hurst	33

Motocross
Las Vegas MX Club
Off Road Champ.
Mar. 17, 1974

MINI BEG 60	
Randy Pace	Yam
Todd Hail	Yam
Butch Williams	Hon
MINI BEG 80	
Stevie Sandbakken	Hon
Steven Stroud	Hon
Ronald Wickliffe	Ind
MINI NOV	
Mike Mason	Hon
Donnie Teti	Hon
George Fooshee	Suz
MINI AM	
David Thomsen	Yam
Joey Dee	Hon
Doug Gregory	Hon
MINI EX	
Marv Chapman	Suz
100 NOV	
Doug Pace	Yam
Guy Griebel	Kaw
Jack Curtis	Yam
100 AM	
Steve Jackson	Yam
100 EX	
Billy McDaniel	Yam
125 NOV	
Fritz Moser	Hon
Leonard Sikorski	Pen
Ricky Szebeni	Suz
125 AM	
John Sankovich	Hon
Glen Munyan	Mnk
Jim Boyer	Pen
125 EX	
Gregg Smith	Hon
Mel Chapman	Ric
250 NOV	
Pete Escoto	Hon
Rod Cochran	Suz
Phil Connell	Hon
250 AM	
Roger Wells	Kaw
Chris Andreoli	Suz
Phil Koliske	Hon
250 EX	
Mel Chapman	Mai
500 NOV	
Ray Charlesworth	Suz
Dan Purdy	Suz
Edd DeFreze	Bul
500 AM	
Chuck Pallas	Hus
John VanHoove	Mai
500 EX	
Monte Brown	Hus
OVER 38 CLASS	
George Milford	Hon
John VanHoove	Mai

TT &
Flat Track
Trojan Spdwy.
Mar. 21, 1974
by Gloria Simmons

100-125 TT JR	
Mike DePape	Yam
Doug Davenport	Yam
Robbie Weitgraven	Bul
175-200 TT	
Dan Koogle	Hon
Peter York	Hon
Stan Wright	Yam
100-125	
FLAT TRACK JR	
Robbie Weigraven	Bul
Mike DePape	Yam
Doug Davenport	Yam
175-200	
FLAT TRACK JR	
Jim Yester	Bul
Stan Wright	Yam
Cliff Stroud	Suz
175-250	
FLAT TRACK SR	
Jamie Blunt	Oss
Mike Thomsen	Oss

ROUTE CHECK

Glendale to Local MX Races
Super Rat rider needs ride to Indian Dunes, Saddleback, Orange County, etc. . . . every Sunday. You name it. Dave (213) 244-0278. (12/2x)

South Bay to Wilshire
Aviation and Manhattan Beach Blvds. to Wilshire and Western. I work 8 a.m. to 5 p.m. Mon. thru Fri. Let's save that gas for the desert. (213) 379-2304 Dennis. (10/4x)

Hermosa Beach to Local MX Races
250 Novice CZ rider needs ride to Indian Dunes, Saddleback, etc. every weekend. Your choice. Rick (213) 372-6796. (10/3x)

Phoenix Girls to Desert
I have a Chevy P/U, 250 Husqvarna and ride desert every weekend. Desert race OK too. Share expenses. Betty (602) 992-0835. (10/4x)

Desert Center or Indio Area
To District 37 races. Split the expenses. Call (714) 879-9262 before 3 p.m. Jim. (10/4x)

San Fernando Valley to Hangtown
April 7th, leaving the 6th afternoon. I have a van and can take 2 other bikes & people. Split gas 3-ways. IT'S CHEAP. (213) 769-7753 or 769-7760. Michael. (10/4x)

Seal Beach — North Long Beach
Nothing beats bench racing in the dark — especially on the way to work. About 8-4 on school days. Betcha' I've crashed and burnt more on my Elsinore than you have. (213) 598-5686 Chuck. (10/3x)

Long Beach to Los Angeles
Mon. thru Friday. Leave my place at 7 a.m., go back around San Diego & 405 fwys. to Santa Monica & Harbor fwys. LA Trade-Tech College. Kevin (213) 431-6996. (11/2x)

S.F. Valley to Enduros
I have a super van, a 250 Husky, and I ride lots of enduors. I'm looking for people to share a riding number, a ride, or gas. I ride an occasional G.P. and desert race too . . . for fun. John (213) 880-5011. (11/2x)

From Orange County Area
Have room for 1 bike and rider, from the Orange County area, to the Mojave twice a month. Desert race and/or cow-trail. Leave Friday or Saturday and return Sunday evening. Split expenses. Female preferred but not mandatory. Ha. Call Bill (714) 559-3968 days. (11/2x)

S.F. Valley to Desert (On Any Sunday)
I race desert; all DRA, most D-37 events. Need 1 or 2 gas partners. Own late air cond. 4WD pickup. Share gas or alternate rides. I prepare my bike and don't crash; you won't spend Sunday afternoons towing me in or hauling me out. (213) 360-6108. (11/2x)

Cypress to Saddleback or ?
I ride a 250 Suzuki and have a truck. On Sunday I'm game for any place to ride. Just give me a call at: (714) 828-1288, Jerrel. (11/2x)

San Diego to Hangtown MX
Need a ride to Hangtown MX (Plymouth, CA.) April 6 & 7. Would like to leave Thursday or Friday before. Will help with gas. No bike, just a ride. Barry (714) 582-3194. (11/3x)

Lakewood To All District 37
desert races. Can take 3 riders and 3 bikes in super van. Split gas expense. Usually leave early and return early. I don't break down. Greg (213) 866-8604. (11/4x)

Santa Monica to Desert
Race DRA and some Moto-X — my truck or your's. Share expenses. From Santa Monica, Venice or Culver City area. Call Bill after 5 p.m. (213) 397-0934. (12/3x)

Going to I.S.D.T. Qualifiers
Plan to ride Fort Hood (March 31); also Oregon, Wash. and Shamrocks Qualifiers. Have room in van for two more bikes & riders. Arrangements flexible. Also D-37 enduros. John (213) 881-1467. (8/4x)

Santa Ana to District 37 Races
Prairie Dogs M.C. Leave early Sunday, return Sunday — share ride & expenses. (714) 838-5694. (8/4x)

Orange City Area to Baja Mexico
In my Chevy van on weekends. Need one dependable bike and biker that can stand 300-600 miles fun rides with same. Bruce (714) 638-2611. (8/4x)

Santa Monica to Ontario
Need trailer — van space to share with others who run in AFM & CMC road races. Will share expenses. Hermin (213) 828-2414 between 8 a.m.-10 a.m. or 2 p.m.-4 p.m. weekdays. (8/4x)

No. Hollywood to CMC events!
Saddleback & Carlsbad. Every weekend. I have a van & can hold 2 other bikes. Split gas 3 ways. Call Michael at (213) 769-7753 or (213) 769-7760. (11/2x)

Going to Trans-AMA Motocross
No. Hollywood to Livermore on 5-5-74 and Santa Maria on 4-14-74. Phoenix on 3-24-74. I have a van & can hold 2 other bikes. Split gas 3 ways. Call Michael at (213) 769-7753 or (213) 769-7760. (11/4x)

Sylmar to Torrance
Monday-Friday. Leave Sylmar 6:15 a.m. arrive Torrance 7:15 a.m. Leave Torrance 4:00 p.m., arrive Sylmar 5:00 p.m. Cheri (213) 367-1722. (11/2x)

San Diego to Van Nuys
Car pool to Burak Tuning School. Five consecutive Saturday beginning May 11. Class starts at 9 a.m. Please write, include your phone number to: Ted Ojarovsky, Box 391, Solana Beach, California 92075. (13/4x)

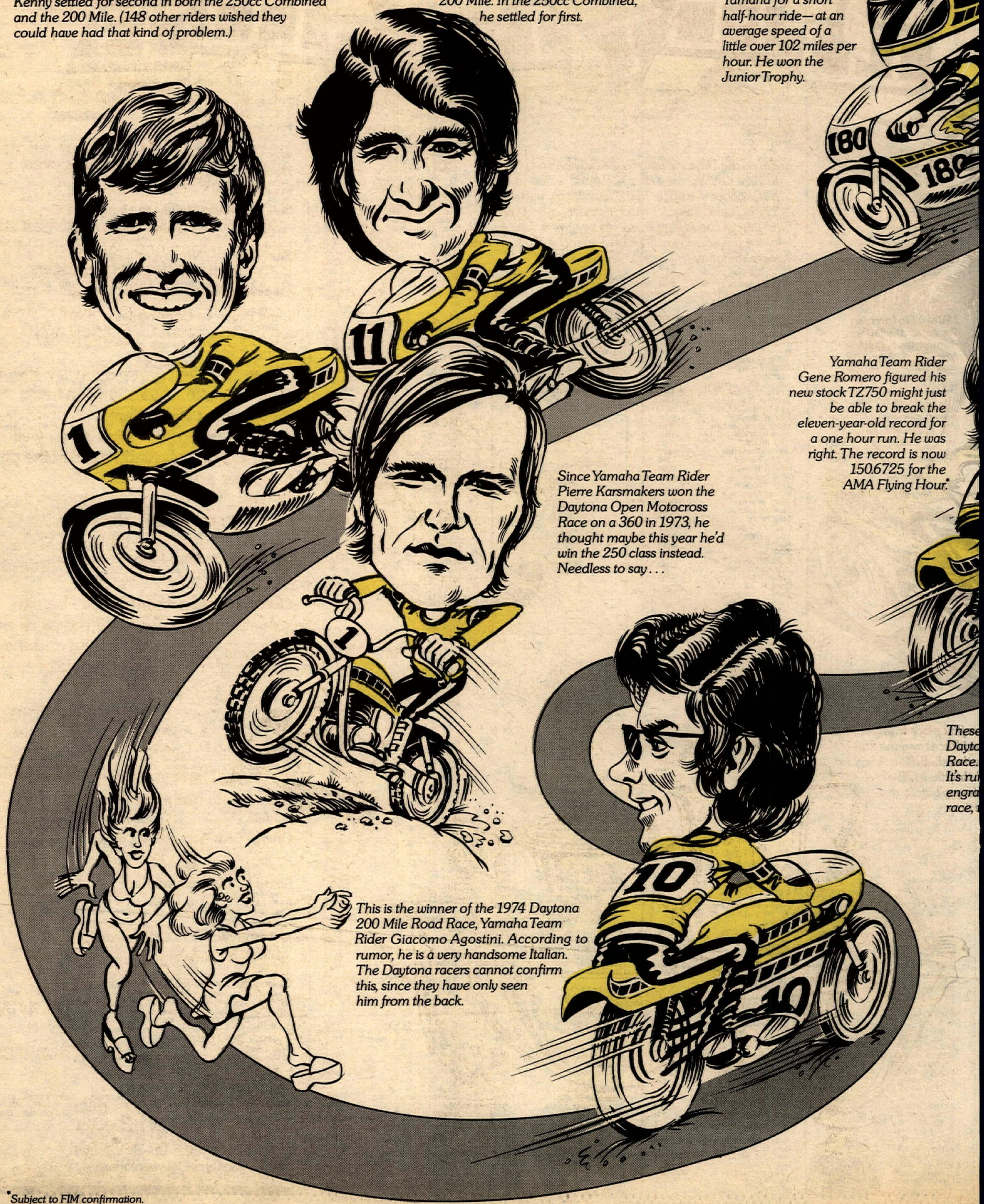
Remember: Route Check is a free service for Cycle News readers.

Introducing a fun new ga

This is America's number one, AMA Champion Kenny Roberts. Having a little problem with his bike, Kenny settled for second in both the 250cc Combined and the 200 Mile. (148 other riders wished they could have had that kind of problem.)

Don Castro Spent Daytona Week racing his Yamaha teammates. He settled for fourth in the 200 Mile. In the 250cc Combined, he settled for first.

On Friday afternoon, Pat Hennen took his Yamaha for a short half-hour ride— at an average speed of a little over 102 miles per hour. He won the Junior Trophy.



*Yamaha Team Rider Gene Romero figured his new stock TZ750 might just be able to break the eleven-year-old record for a one hour run. He was right. The record is now 150.6725 for the AMA Flying Hour.**

Since Yamaha Team Rider Pierre Karsmakers won the Daytona Open Motocross Race on a 360 in 1973, he thought maybe this year he'd win the 250 class instead. Needless to say . . .

This is the winner of the 1974 Daytona 200 Mile Road Race, Yamaha Team Rider Giacomo Agostini. According to rumor, he is a very handsome Italian. The Daytona racers cannot confirm this, since they have only seen him from the back.

*These
Dayto
Race.
It's ru
engra
race,*

*Subject to FIM confirmation.

ne for Yamaha riders only.

"DAYTONA"

This is the Daytona International Speedway, located near Yamaha Beach, Florida. Some interesting notes about this track: In the four major road races of the 1974 Classic, Yamaha machines won all four firsts, all four seconds, and three of the third places. In fact, of the top twenty finishers in all four races, all but seven were Yamahas.

Novice John Volkman traveled 3,050 miles to win the Novice Class. 3,000 miles from Seal Beach, California, and fifty miles around the Daytona race track on his Yamaha.

It's really exciting! And what's even better, you can't lose!

Here's how to play!

Get the best riders and all the best motorcycles in the world—Yamaha, BMW's, Nortons, Suzukis, Harley-Davidsons, Kawasakis, Triumphs and Hondas—and divide them into roadracing classes. Novice, Junior, Expert-Junior Combined, and 200 Mile Expert.

Then line each group up at the starting line, and run them all around the track.

Next, move all the Yamahas up to the front, and put the other bikes either well back on the track or, even better, in the pits.

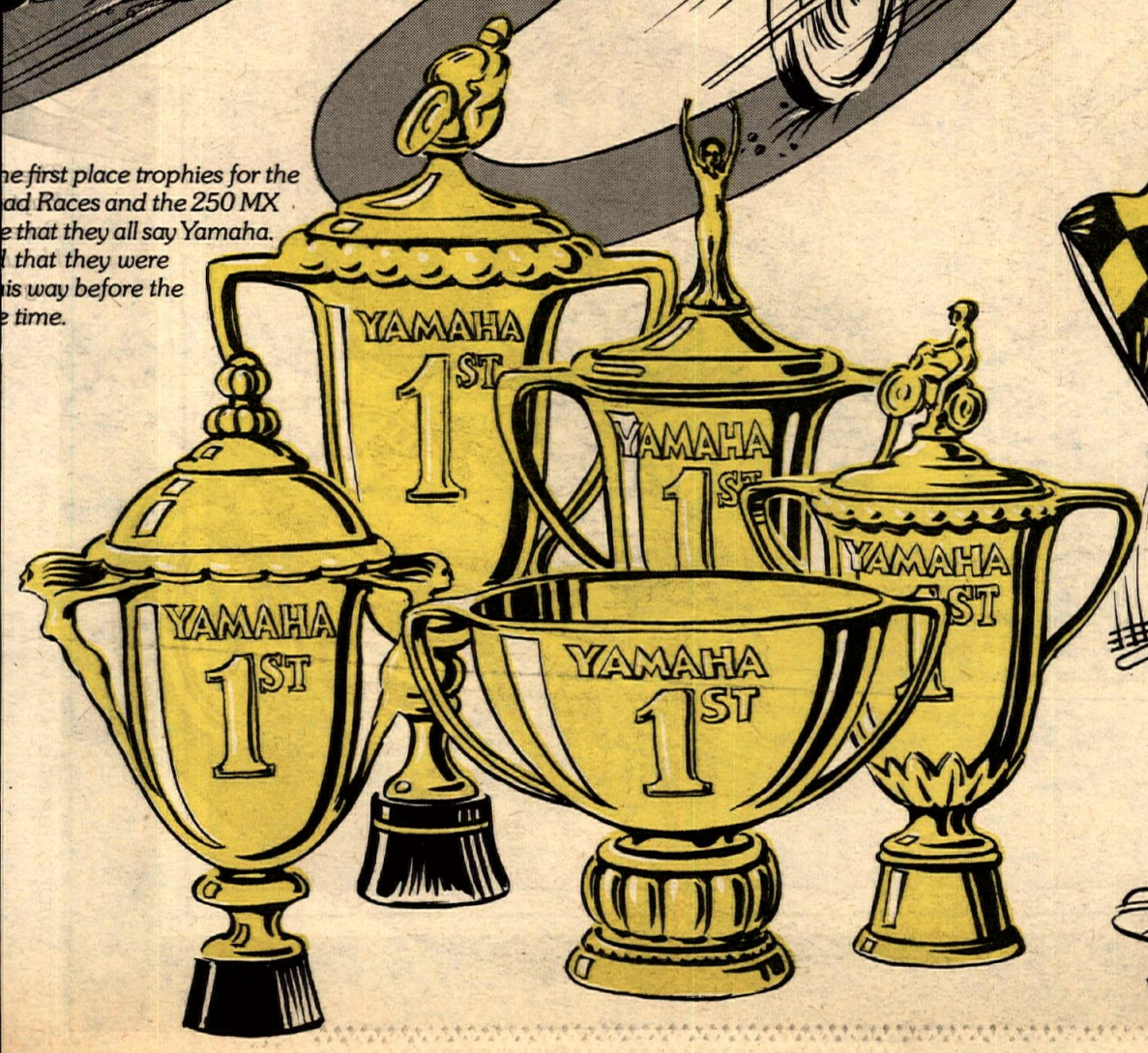
The rest is easy.

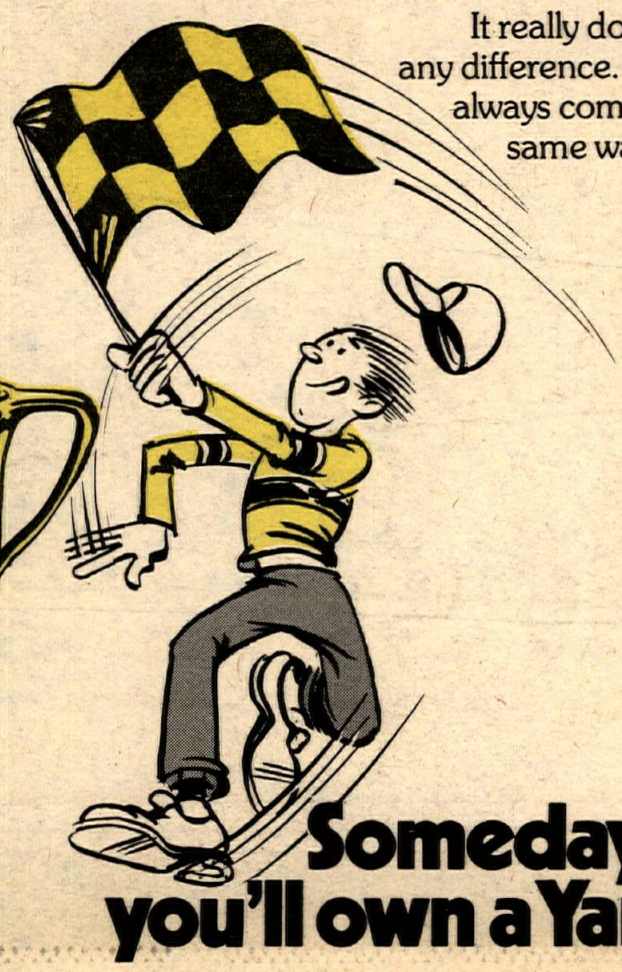
Wave a black and white winner's flag at one of the Yamaha motorcycles in every group. And if you're playing 250 Motocross, move a Yamaha to the front, and keep it there as long as you play.

Oh, one other thing. If you like, you can leave out the BMW's and the Nortons and the Suzukis and the Harleys and the Kawasakis and the Triumphs and the Hondas.

It really doesn't make any difference. The game always comes out the same way.

he first place trophies for the ad Races and the 250 MX e that they all say Yamaha. l that they were is way before the e time.





Someday, you'll own a Yamaha.

PHOTO COURTESY "BRIDGET'S 1974 DIET CALENDAR"

MOTOMONTHLY!

THE MAGAZINE BY AND FOR THE INADEQUATE RACER WITH LITERARY PRETENSIONS AND ILLUSIONS OF CAPABILITY AS SOLD TO THE MOTORCYCLING PUBLIC (AND ANYONE ELSE WITH THE RIGHT CHANGE)

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On the cover

Crack MOTOMONTHLY! photographer captured the editorial staff of MOTOMONTHLY! as they arrived for work one morning at our palatial offices in the MOTOMONTHLY! Towers complex. Ace tech editor (in coveralls) had MOTOMONTHLY! latest project bike in fine tune and the rest of "the gang" were frozen by the sliding shutter of the Brownie Hawkeye in this candid moment just "doing their thing." They should thaw out by July.

Sundry executive types can be seen at ease in the progressively landscaped entrance of MOTOMONTHLY!'s million dollar lay-out. From left to right; JoJo Jones crack Road Race Idioter, Johnny J. Sidewaze Emeteex Idioter, I. Kelso Smith XVI Street Bike Idioter, and Col. B.S. Green (Ret.) noted English product Idioter.

LAME CAMEL

Publisher

Howard Hughs MFWIC **Iam Wasted** Idioter **Jojo Jones** Roadrace Idioter **I. Kelso Smith XVI** Street Bike Idioter

Mona Gorilla Technical Idioter **Johnny Sidewaze, Jr.** Emeteex Idioter **Super Fatso** Breako 604 Idioter

R. Dandy Digs Posthole and Streaking Idioter **Iam Wagy** Muckraker and General Political Turkey

Dave Slow 55 MPH Limit Idioter **Dave Sailbuster** Beloit Idioter **Art Slavedman** Tarmac Consultant

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MOTOMONTHLY! is published annually by a bunch of raving idiots, lunatics, turkeys, and rich Republicans bent on making tons of loot through the exploitation of innocent contributors, substandard payment rates, overpriced subscriptions, and kissing a lot of manufacturers'. . .On the other hand, it may be published by a bunch of ego-tripping jerks and assorted bozos giving themselves bizarre ego titles, selling sweatshirts with their names on them, proclaiming that only they know anything, and saying every bike this is not a fantastic motocrosser is a pig. Alternately, but very rarely, they may be a bunch of nice guys, or at least a bunch of well meaning idiots over fifty years old. At any rate, MOTOMONTHLY! lives in a custom-designed prestigious psuedo-bank abandoned shack on Cerritos Avenue in Short Beach, California. Reprinting in holes or caves expressly verboten unless you give us money. Lotsa money! SUBSCRIPTIONS are extremely overpriced, plus extra overpricing if you're overseas. ADVERTISING: We might use it if you pay enough and we have room. CHANGE OF ADDRESS: None. We're always right here. CONTRIBUTIONS: Descendit ad inferno. POSTMASTER: We don't have one. Member, SMF, BS, TURKEYS, ETC.

LET-TERS

I just want you guys to know that you make the best magazine there is and you guys are the best photographers, writers, most skilled competition riders, and best technical wizards in the whole world. You are sure best and I want you to know that I buy your best magazine whenever it happens to come out. Of course, it's a little hard to get copies down here so, of course, I'm enclosing my check for a 12-year subscription so I can be sure not to miss a single, thrilling, action-packed, informative copy of the best motorcycle magazine in Antarctica.

PAULINE PENGUIN
DRAKE'S PASSAGE, ANTARCTICA

We agree, Pauline, but are you sure a 12-year subscription will be enough? The publisher needs a new Ferrari. The ashtray's full in his old one. . .Ed.

I am a boy 14 years old who lives in Skowbunk, Minnesota and am interested in taking up motocross racing just like them bigtime International heroes and what I want to know is how to get more power out of my Yamaha 125 Enduro.

SYDNEY GREENSTREET
SKOWBUNK, MINN.

Well, Syd, there are several approaches to increasing the power of your Yamaha Enduro for serious international motocross. There's the "Factory engineers have spent many hours of research and know that motorcycle better than you do, don't mess with it!" approach. There's the "Forget it, kid, and start saving your money for a real motocross machine like a 609 Maico" approach. There's the "Several after-market parts concerns offer hop-up equipment for your Yamaha 125. WEBCO, for instance, makes a high compression head. . ." approach. There's. . .zzzz. . .Ed.

You guys sure are dumb and besides that don't know anything. Your test of the ATMXRR-81 was all wrong! I've had my "Butterfly" for three years and have never had to replace a sparkplug the whole time. It only uses one chain per moto and so what if it speed wobbles at 35 on a road race course? A real man can adapt to that and besides that's what the true spirit of motorcycling is all about crashing! The ATMXRR-81 is the best motorcycle that was ever built in the whole world, and I can blow off anybody on the whole block.

FRED FAST
SLURP, SO. DAKOTA

Oh, yeah? Well, your old lady wears Army boots. . .Ed.

You bunch of Commies! If I wanted to read about politics and all that crap, I'd buy "I.F. Stone's Weekly," or "Saturday Review," or "Playboy" or the "Congressional Record." A motorcycle magazine is no place for politics and we don't have to worry about that stuff anyhow because we can ride our bikes anywhere we want to anytime we want to anyway we want to and. . .and. . .muff. . .leggo. . .help, help, help. . .call my lawyer. . .agh. . .crack, crunch.

Huh?. . .Ed.

I was out racing my DKW the other day. I was leading the first Beginner Under 16, Never raced class, moto when suddenly this naked lady runs out and throws Brussels Sprouts all over my new Turkey leathers. As I slid to a halt with bulging eye orbs, she shouted "Avast, knave, knowest thee not that bean oil is the way to infernal combustion?"

When I stopped moving, she sat on my helmet, kicked me in the stomach, and then meanwhile, my archrival, Joseph Decadent, won. I later learned that it was his mother who accosted me in the middle of the track. Do I have grounds to protest the race?

I. KELSO SMITH XI
SIGNAL HILL, CALIF.

No way! Don't you ever talk about our girlfriend like that again. . .Ed.

I just want to tell you what a toad my Excello Bullmotox special is. Here I spent hundreds of dollars on this motorcycle, and every damn time I ride it I have to clean the air filter. Every two months it demands a new plug. I actually have to manually adjust the chain. I don't know what Bullmotox paid you and those 23,000 people who wrote in saying how great this machine is, but we got a real toad! Where's our cut, anyway?

ROTT AND SCANDEL CARR
SCOTTSDALE, ARIZ.

It's on the way, Rott and Scandel!. . .Ed.

I recently rode in the Salty Banana Midnight Enduro (345 Ex.) and must say that I had a swell time. The folks from PPDARADRPA did a swell job except for the course layout, time checks, and lack of trophies or finisher pins. Anyway, that's not why I am writing. I am writing to tell you this; while blitzing across the desert floor on my trick GMC, I suffered a rapid tire deflation. "No problem!" said I (to myself, of course). I'll just stick this can of tire-foam-filler-upper in here and I'll be off. Well, on my way from one side of the bike to the other I stumbled over a rock, fell, and in the process jammed the nozzle of the foam can up my nose. To make matters worse, all the foam went whizzing up my nostril and into my nasal passages! As you can well imagine, I was quite upset over this experience. But I want you guys to know that the stuff really works. I haven't sneezed or breathed in three weeks now! How about that? If you like, I'll be glad to send you a product evaluation at your regular contributor rates.

F. OULUP
CAMELBLADDER, UTAH

At present I am experiencing a problem of immense proportions. I am an avid cyclist and devour your publication at every opportunity. (Yummy!) My girlfriend says that its just growing pains, and my mother tells me that I'll outgrow it. Somehow, I don't believe them. I have to know. What do you put in your paper that makes it taste so good? Honest to God, I can't get enough of it. . .page after page of tastebud erotica. I wait anxiously for your driver to re-fill my local vending stand, so I can gluttoningly grab a handful of your literary delicacy. What the hell is going on? Am I a freak, a weirdo, do I have a latent paper fetish? What am I to do? I need help.

PULP WOODCOCK
REDWOOD CITY, CALIF.

You sure do. . .Ed.

Apparently, you are never going to voluntarily comment on what I determine to be the most topical and important of motorcycle-related subjects. I am a young man of what I would call average physical coordination, yet I am totally inept when it comes to riding motorcycles. I have been riding now for sixteen years and am still having trouble with each bike I purchase. No matter which brand I try, it's the same old story; get on and fall off. I mean fall off! Again and again. I won't go into the "Curb Running Into Defect" common to all the bikes I have owned. Simply put, I feel that it is your editorial duty to aid in consumer protection. Manufacturers should not be allowed to sell such imbalanced machines. And, as for the manufacturers comments that "It's my fault." I must exclaim "Impossible."

KID KRASH
TAOS, NEW MEXICO

Yeah!. . .Ed.

THE ENERGY CRISIS AND YOU!

Martians invade Earth! Collaboration between Prez Nixon and Shiek of Araby!

BEST KEEP YOUR CYCLE SAFE AND SOUND!

MOTOMONTHLY! Tells you how in 3 easy steps!

By Ronald Swartley

My war with the Cycle Snatcher began the day after he took my Honda 70. Since then I have owned, for various lengths of time, a Honda 305, a Yamaha 305, a Suzuki 350, a Triumph 650, a Harley Sportster, and a BMW R69S. On the second Honda he stole the tool kit. On the Yamaha he took both mirrors. On the Suzuki it was only a couple of bungee cords I had tied on the luggage rack, but on the Triumph it was the whole tailor-made luggage rack, plus travel trunk. On the Sportster it was just my spare parts (spark plugs, chain oil, master link, and a set of points), but on the BMW it was the whole saddle, both saddle bags, and assorted hardware. And barely two months later – kiss the whole BMW goodbye. He took the whole thing one dark night.

Now, I'm an easy-going sort of fellow. I'll go out of my way to avoid trouble – and have. But this! This is different. How can a fellow go out of his way to avoid the Cycle Snatcher? He could give up bikes, you say? To that I reply, hell no!

A line must be drawn, and a stand taken. If Cycle Snatcher declares war – and he has – the gauntlet must be taken up; a terrible, fierce expression of resistance must be brought to the visor-protected face; and the racing stripes must be protected at all costs.

I now own a brand new, full dress Electra Glide. I am determined that not only is the bike itself going to stay in my possession, but also every optional extra, every spare part, every tune-up tool, and every nut and bolt, is going to remain inviolate and intact where it belongs on that motorcycle. The Cycle Snatcher will fail in his attempt to snatch, or otherwise defile this beloved "Hog" of mine – in whole or in part.

Accordingly, I have instituted, or am about to institute, certain security measures.

To begin with, I naturally have insurance coverage. But to leave it to an insurance company is to admit I can't handle the problem myself. That's handing protection over to a third, disinterested party. And anyway, that isn't a kind of protection designed to return familiar, dependable, cherished property. Not at all. It merely arranges to *replace* it with untried, untested, unfamiliar, "new" property – and at less than replacement financing. That isn't totally acceptable!

So, as I said, I have instituted some new security measures.

The first thing I did was go out and get a bigger case-hardened lock to lock the front forks with. They're gonna have to use an acetylene torch to get through it now, and that takes time, maybe time enough to catch 'em in the act. The only other way for them to do it now is to have five or six of the miserable pirates grab hold and carry the whole motorcycle off. It would look pretty obvious, seeing a five man squad lugging 700 pounds of fork-locked motorcycle down the street.

The second thing I did was invest in a big chain to run through the front and rear wheels. So, even if they did get through the fork-lock, they'd still have to cut through that forty pound case-hardened chain. Of course it meant I had to beef up one of the saddle bags (the left one) just so it would hold all that dead weight when I took it along, but sacrifices had to be made.

The next thing I did was invest additional money in a burglar alarm with a radio transmitter. I've got the power beefed up now so that even if I'm a mile away, and inside a theater, I'm still going to know if somebody even *leans* on that cycle. And never mind if the screeching of the pocket receiver throws the whole theater into a panic; they'll get used to that. What's important is that I get warned.

Well, originally that was about all the further I was going to go on this bike security business. There's such a thing as getting too carried away you know. But, unfortunately, my plans had to be changed. The Cycle Snatcher got my best buddy's one day, and it was right then that I started work on Phase Two. Phase Two involved a whole new round of protection planning and execution. I began locking and chaining the cycle in my own garage at night, even though the garage itself was bolted and locked tight.

Then, I had the motorcycle completely camouflaged. They can't steal it if they can't see it. Where I'm living there's quite a bit of greenery and vegetation growing on an underlying base of reddish-brown dirt. So I had the cycle repainted in a mottled pattern of green and reddish-brown, just like tanks and jeeps in a war zone. Sure, it doesn't do much for the looks, but this is war, and sacrifices have to be made. Another disadvantage resulting from this action is that the common every day motorist has more trouble seeing me out in traffic. I've been almost run into several times already. But sacrifices have to be made in war time.

After that I rewired the entire electrical system. For one thing, even if they did somehow get away with the bike, they'd play hell finding out how to get the thing started with the hidden switches I installed. For a second thing, they'd have a hard time even getting their hands on the bike because I had the whole bike electrified, with me the only one knowing how to turn it off. "Whoee, Man! Surprise, surprise, you miserable, conniving bandits. How d'ya like that little piece of action?"

Then I really started. I bought this special cycle cover, see, to carry along with me wherever I go. It not only helps stops the petty pilferer of rear view mirrors, but it also has on it an invisible coating of indelible dye, which rubs off when you touch it. Stays on for months. Just stick them hands under an ultra-violet lamp, and *prima-facie evidence*, man.

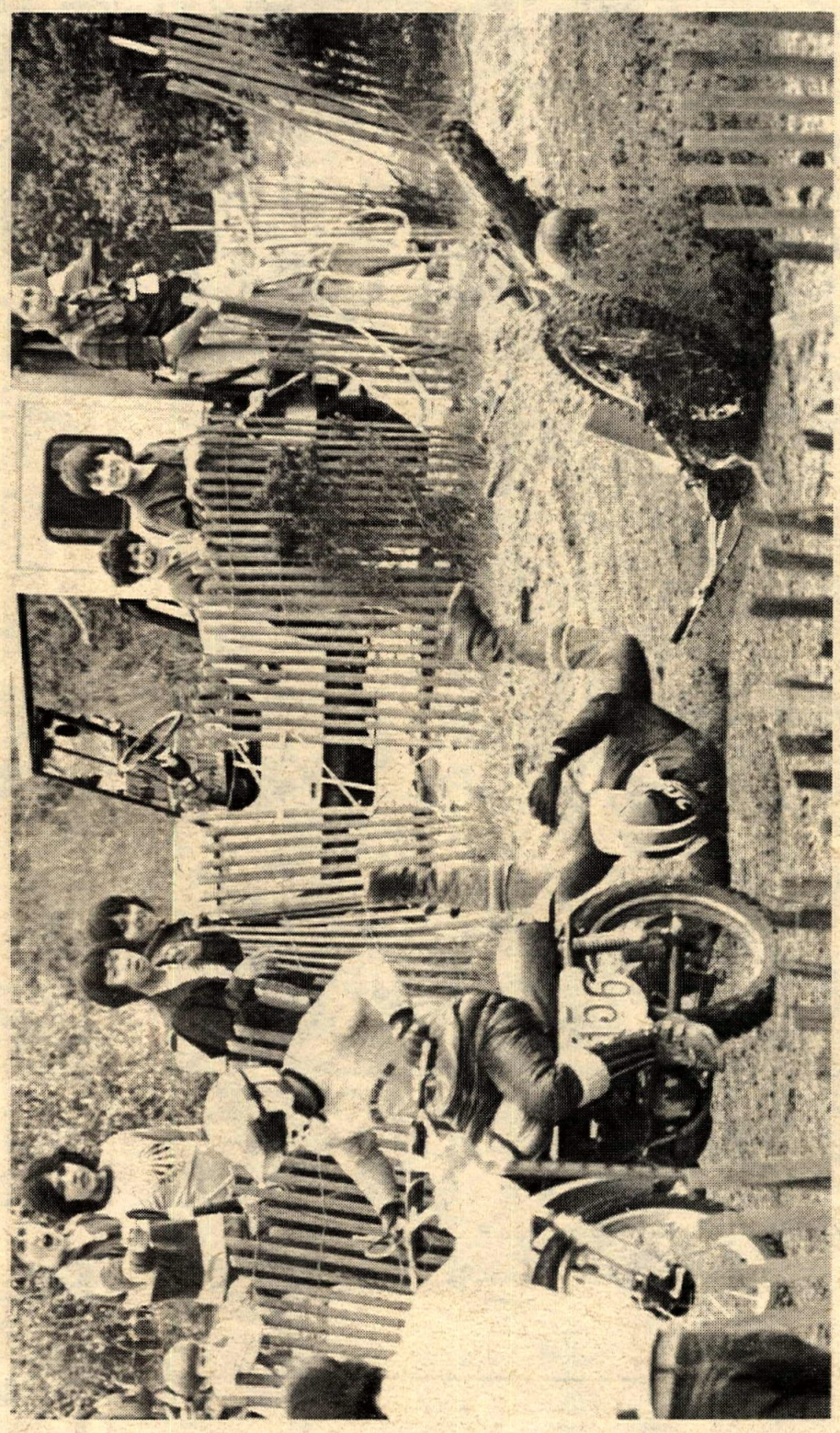
Well, I figured that was enough to discourage even the most determined Cycle Snatcher. There was no way anybody was going to get their hands on that bike. No way! And I really had a lot of confidence in that belief until last week. One night last week some parties unknown broke into the local Kawasaki dealer's shop and snatched the entire shipment of Kawasakis he'd gotten in that day. That dealer had his shop locked up and barred up so tight that it was almost as impregnable as Fort Knox. That's why I decided on Phase Three.

My Phase Three thinking goes like this. I'm gonna get a big, heavy, six-foot bar with a screwed-end to sink in the ground whenever I go cross country. I'll chain the cycle to it at night. Of course that means I'll have to buy a motorcycle trailer too, to carry the bar (stuck out the rear end of the trailer with a red flag on it if necessary). I'd also have to carry a sledge hammer in the trailer. I'd need the sledge hammer to get the bar started into the ground. I'd also probably need a shovel. The shovel wouldn't be used to help get the bar into the ground though, as you might think. No, the shovel would be used to shovel the dog manure out of the trailer. You see, I also have plans to buy a Doberman pinscher watch dog to carry in the trailer and stand guard over the cycle day and night.

Now, for the time being, that's the extent of my *new* security measures. But I have in mind certain Phase Four plans, should they become necessary. I already have to pay about a dollar a mile for my motorcycling, and that's considerably more than I had in mind. But regardless, if it becomes necessary, this is what I'm prepared to do. One thing I could do is start riding only at night. It's that old principle again, "If they don't know it's there they can't make plans to take it." They'd have more trouble knowing it was there, in the dark.

An extreme measure might be to grind off all the screw heads, and round off all the bolt heads, so as to make it more difficult to remove anything from the bike. But of course I'd run into that same problem myself when I wanted to repair or replace something.

A final extreme measure I might have to take is to get hold of a side-car. See, if I had a side-car it would be much easier to haul an armed guard around. For sure no armed guard is going to want to sit double on a motorcycle, especially if he's got to ride down the road with a shotgun cradled in his arms . . .



Token Obscure Local Competition Event of the Month

The downhills at Poco Loco Raceway did in more than one of the international and down home folks racers during the dynamite, action-packed, heavy duty 13th running of the Carrera de Los Tontos in Tegucigalpa, Nicaragua. Hordes of visitors and local Teguigalpites jeered dersively as rider after rider lost control and plowed deep furrows in the volcanic ash with their heads. Of course, no one was seriously killed.

ED DOODY

MM road test

by the Staff of MOTOMONTHLY!

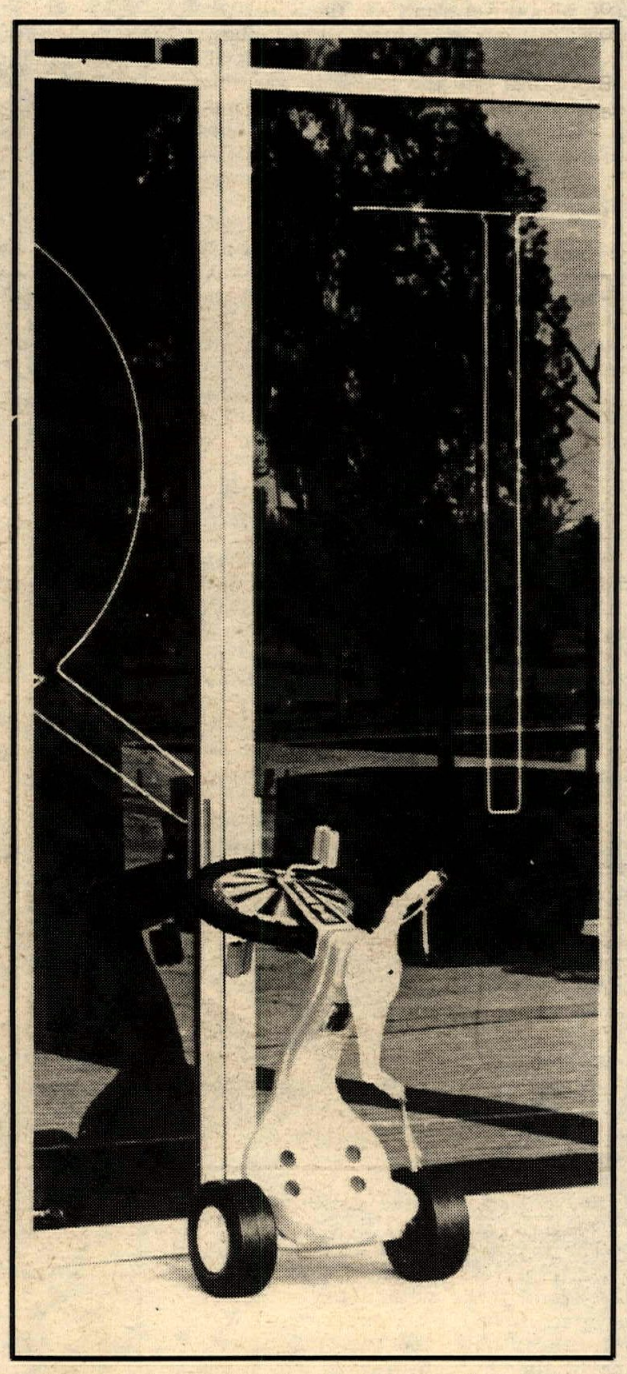
If you have never walked into the La Mirada Branch of the Woolco Department store and asked to road test a Big Wheel tricycle, you just haven't lived. When I did just that on the adjusted date of Washington's birthday, the looks startled accommodations desk personnel gave me must have far exceeded the stunned look of George's dad when he discovered that a vicious despoiler of nature had axed his prize cherry tree. In fact, it seemed that their stares were focused on the pupils of my eyes, trying to determine what manner of cherry pie I had been celebrating with. This test proves that with Motomonthly, anything is possible. While the store peons thought I was nuts, the managerial heirarchy was most receptive to the idea of loaning out a Big Wheel for this test. This illustrates that unless you think Bizarre, you will never be anything more than a peon.

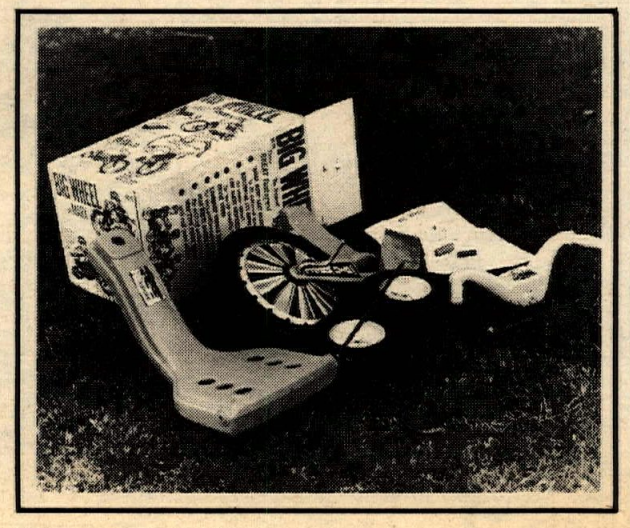
The test itself worried me. The last experience I had with one of these "real rally type sports cycle" contraptions featuring "horizontal leg drive for power-speed," "rear wheel racing slicks for drifting action turns," and "mag type front wheel with real pedal power" was when a three year old came down a steep driveway hidden by parked cars and broadsided my trusty Honda. When I picked up the bike I thought I had killed the little squid, and doubted the sanity of anyone trusting small boys with Big Wheels. We both lived, he to question the circumstances of my birth, and I to conduct this Marx Big Wheel test.

The Big Wheel comes in a box festooned with pictures of daring darlings ripping around Playground, U.S.A. One side has a list of "GREAT features" built into "the original" Big Wheel trike. In addition to those mentioned earlier in this test, the machine has as features "quick move seat adjustment," "low slung suspension for no tip stability," "engine sound," and "longhorn handle bars for easy, positive-type turns."

These components result in a perfect mount when the Big Wheel is used as a sidewalk cruiser. However, the off road influence is among our youth, and thousands of thrill seekers are taking to the hills for fun and action on Big Wheels. Some of these seem old enough for real live dirt mortysicles. But after watching Marx riders doing

". . .I had killed the little squid. . ."





photography: J. David Ulrich

their stuff at several Southern California locations, I imagine that conventional motorcycles may be too tame for them. After all, motorcycles have ground clearance, suspension, brakes, and rubber tires designed to grip the terrain. All that stuff takes the fun out of it! Who can prove he's a stud in front of the local third grade tootsies if he can't take the jolts on a rigid frame off roader?

Now a Big Wheel. . .that's a totally different thing. It is a unique experience to blast down a steep incline with "quick move seat adjustment" (read "seat falls off easily"), "low slung suspension" (read "grounds out on cigarette butts, flips on anthills), "engine sound" (read "people throw beer cans at you to shut you up"), and "longhorn handle bars" (read "bars hang up on knees, preventing turning to avoid cliffs"). Add to this the hard plastic "tires" that set new traction substandards, and your ride is very interesting.

The hard wheels do serve a purpose. They are the secret upon which is based the advertising of "peel out pedal power with skid action," and "drift into a turn" handling. The rear wheels break loose easier than an Eso on ice. One boy power can produce front wheel burn outs.

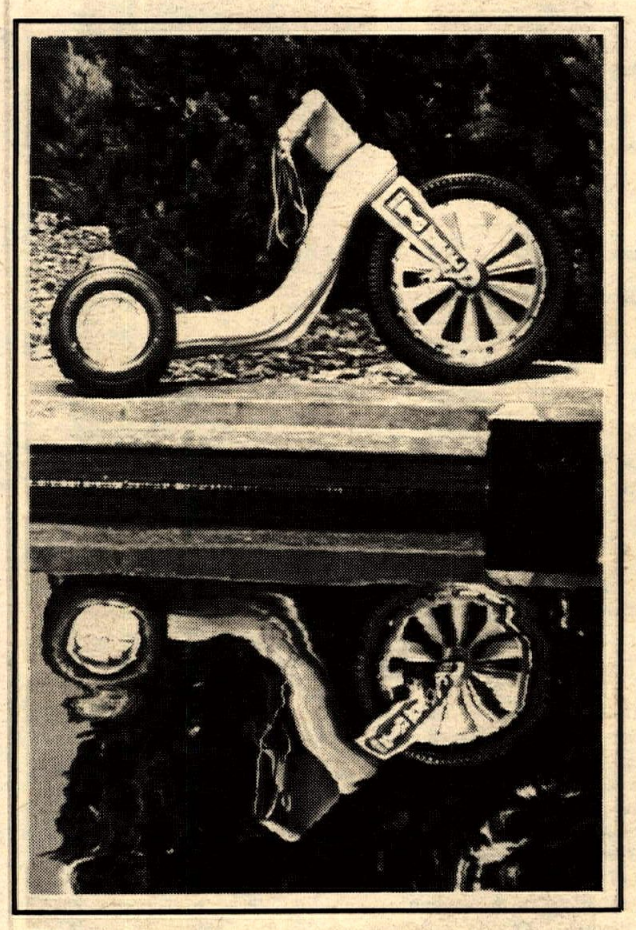
In spite of all these features conspiring to keep the Big Wheel safe and sound on the sidewalks of America, and a slightly involved assembly procedure, the hills of many parks are covered with Big Wheels mounted by kids of all ages. They don't stand much of a chance to make it to the bottom without crashing. The long uphills are a little rough. But long practice and dedication reward the BW rider with a new high in excitement.

Marx knows that this excitement potentail is there, and that it sells Big Wheels. The factory assembly instructions include an order blank for a new front wheel assembly in case the original "wears beyond use due to excessive sliding or other extreme rough usage."

The Marx Big Wheel is great for miniature riders kept off public streets where they might damage innocent Hondas. More than that, it opens up experience possibilities of the strangest imaginable for the criminally insane, mentally lacking, masochists, and Bazooka Pete types. In essence, everybody who is reading this should love owning and riding a Big Wheel.

I wonder how many I can get if I trade in my Honda???

". . .ride is very interesting. . ."



". . .don't stand much of a chance. . ."

PHOTO BY SOME GUY WHO HANGS OUT WITH GEO. THERMAL

Smokin' em down by the schoolyard

By I. Kelso Smith IV

IRVING, CAL., APR. 1

One hundred and eighty-six high schools clashed today in the world's biggest and best high school motocross ever. The race, sponsored by the Irving, California Unified School District and the Irving Department of Human Values Division of Recreation and Sewage, has won instant acclaim and interest from race organizers throughout the Western Hemisphere and Australia/New Zealand.

"I was really impressed," said "Wick-it" Vileson, famous veteran Dust Bowl Series promoter. "Their smooth-running, professional organization made mine look sick, and I've been in this business since 1884."

Petite Mary Yuck, Director of the Irving Department of Human Values Division of Recreation and Sewage was brilliant in her premier role as MX Promoter for a Day. After her demanding ordeal of remaining sober and razor-sharp during the entire performance, an appreciative crowd carried her out on their shoulders to celebrate her personal victory with a good stiff drink or eighty. No tar or feathers were observed by this high-powered crack reporter.

There were no crashes, no problems, and no losers, since the final drive chains were removed from all the snarling crotch rockets in the interests of safety.

The Grumpy Gulch H.S. computer programming class suppled immediate, updated race results even before the motos were over, along with input-by-input reports of the race action to the enthusiastic fans assembled under a clinging sickly-sweet cloud of greyish-blue smoke. As pre-calculated positions of the racers in the moto running at any given time were read out by those young, clean-living computer technicians-to-be, lissome, vivacious cheerleaders led the crowd in enthusiastic, socially relevant, and innovated cheers. To wit:

"Hey, send that f---ing joint down here, man."

"Gimme a hit! H...I...T! Hit! Hit! Hit! Hit! See paisley on the walls. JoJo and Mary Lou do it."

As the evening progressed, the cheers got more original, to the point of becoming absolute gibberish which meant nothing to those not "in" on this fantastic sport.

"Far out, close up, man. Gimme a snort of that angel dust, baby. How about a hot f---?" This emmiteex stuff is all f---ing right, mutha f---er."

"Tabs for sale. Straight purple haze, just like the old days. Orange sunshine, yellow mooners, gray-green vomit. Take your pick. Only $10 a hit. Just what you need."

Meanwhile, the fearless riders were fiercely humping their bikes around the course, inhaling exhaust fumes and everying. The security pigs played grope while Mette Flask and LeRoy Jones were gassing it by the scoring booth.

It was a bitchin' day for everybody. Like I said, it was the best motocross ever in the whole world, the whole universe, the whole town, on the whole track! Those promoters are really great people, and it sure was nice of them to give me all this money to write this story, too. Don't forget, the next one is scheduled for tomorrow! Be there or be square. No Levi's or capris, please.

How to survive motocross

BY EMMIT E. YECKS

Motocross is a dangerous sport. Why, think of it. . .some day it might be right up there with football, basketball, or playing golf with Spiro Agnew. Yet, with proper physical and mental preparation, the hazards of this strenuous sport can be minimized.

First off, if you wear a cast on your right arm, be sure to remove it before riding. Otherwise it will drastically reduce the necessary precision throttle control, often with disastrous results. (See photo)

If you are a professional rider, keep repeating to yourself: "It's only a job. . .and anything I do to myself is covered under Workmen's Compensation." Memorize this phrase and be prepared to scream it at the medics when you wake up in the Emergency Room.

Speaking of screaming, this has been nationally recognized as a very therapeutic diversion. Try screaming at your fellow competitors; maybe it will psych them into moving over. Try it on the turkey spectators; maybe it will psych them into staying on their own side of the snow fence. Try it on yourself; maybe it will psych you into going faster, tapping untold reserves of inner psychic strength. Well, it worked for those "Kung Fu" guys on TV. . .

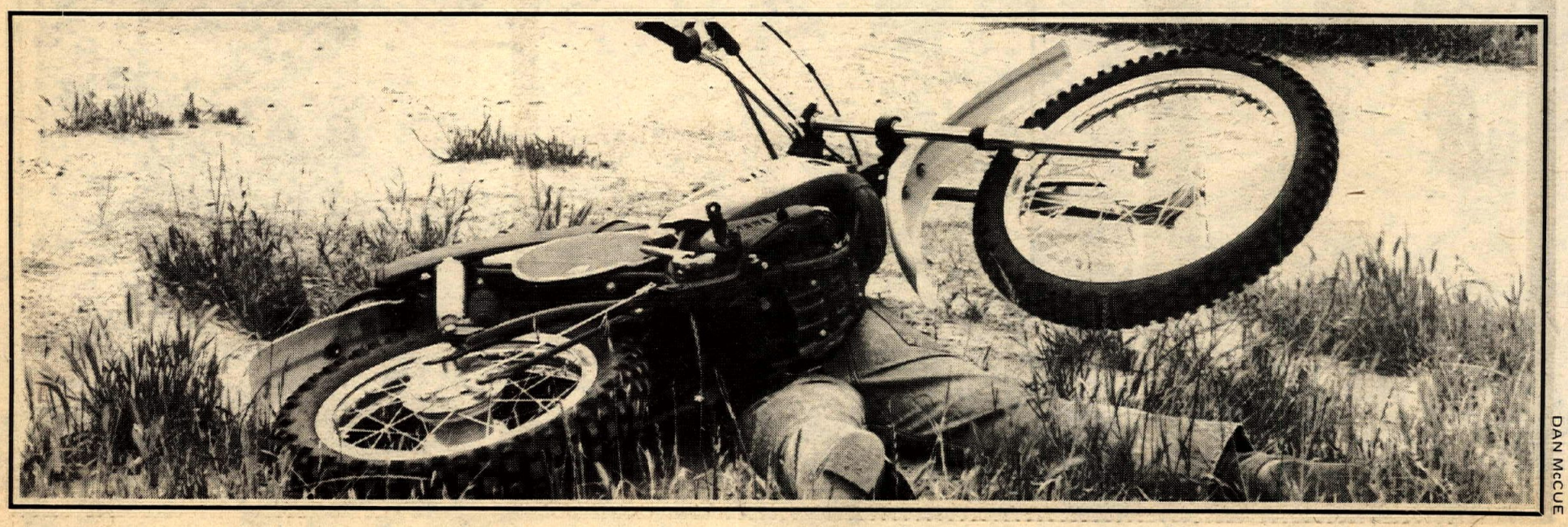
Wear all the prescribed motocross safety clothing and accessories. When fully suited up, you will be virtually indistinguishable from Heikki Mikkola or a muzzled Doberman. Besides, after you've bought all that stuff, you'll be too broke to afford a motocross bike, so you can't possibly get hurt.

Carry lots of insurance cards and be sure at least one of them is for a paid-up policy. And above all, DON'T LOOK BACK!!

Remember, it takes steel brains to ride motocross.

John Penton Foxes America or The Austro-Hungarian Empire's Revenge

Thousands of eager dealers, spectators, and press slavered open-mouthed, saliva dripping on the floor, as the all-new Penton/KTM 400 was unveiled, exposed, and otherwise revealed this Spring. Always first with the most up-to-date exclusive tests (whenever we can get 'em), "MOTOMONTHLY" screamed down to arrange a mind-blowing off-road test of the "Bike-the-Russians-were-scared-to-ride-it-was-so-fast." Gazing with wonder at the white and silver creation from the Alps, imagine our surprise when we were told, "Haw, haw. It's actually a '74 model 250 Penton with a magnesium side case and different paint." April Fool! And March fool, and February fool, and . . .



DAN McCUE

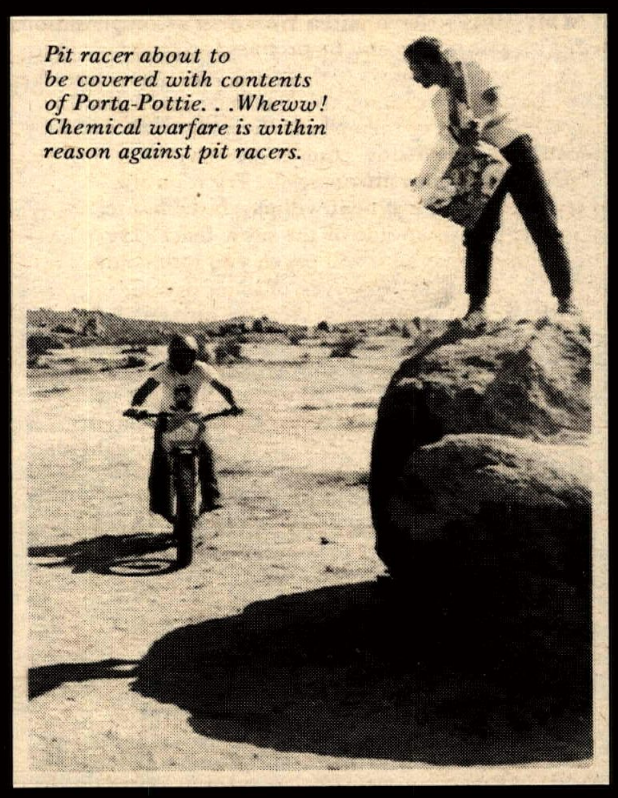
Sure Cures for Pit Racers

By Larry Langley

You know the scene. You're sitting in your camp sipping a nice, cold one after a long, hot ride and just plain relaxing when all of a sudden all hell breaks loose. It sounds like a Hare and Hound just went right through your camp. Picking yourself up, you ask your faithful companion, "What happened?"
"It's that damn kid on his unmuffled Yamahonaki again. It's the third time today he's come blasting through camp." "Well," you ponder, "if he comes through again, I'll fix his little old wagon."

Devious thoughts about various torture methods start running through your mind. It's time to put the old imagination to work stopping that malady called "Pit Racing," the Competition Campsite Number One Enemy.

We've noted a few of the more positive ways to curb a pit racer in the accompanying photos. There are numberous other less drastic ways to stop it but we have found these notably effective in curing pit racers of their vile and unnatural acts.



Pit racer about to be covered with contents of Porta-Pottie. . .Whew! Chemical warfare is within reason against pit racers.

This is a traditional Early America method used to stop pit racing. It is quite effective.

Pit Patrol makes like Tom LaRue and lassos pit racer.

This method is most effective if you can get the rope around his neck.

Before resorting to more final measures, a little friendly persuasion should be tried first.

Three days in the hot desert sun will give this pit racer time to reflect on his sins.

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MOTOMONTHLY! THINGS

The following official MOTOMONTHLY! things can be had by you, from us. We know you like us. You know you like us. Why keep it a secret? Send today for all the groovy MOTOMONTHLY! stuff. You'll be glad you did. We'll be glad you did. We'll have all your money. Heh heh.

De Luxe MOTOMONTHLY! Sign-up stylus

Don't get caught empty-handed at the sign-up booth. Grab the entry form and get those low numbers you lust for. These sleek, canary-yellow devils are embossed with a secret MOTOMONTHLY! racing slogan, not an obvious tacky one. It reads, "Dixon Ticonderoga 1388-2 Soft." How's that for being "in" eh? We'll include the secret code transcriber with your order.

Price: box of 1,000 ..... $37.50

Genuine MOTOMONTHLY! carburetor jet reamer

One to a customer. These handy critters are designed to end plugged jet worries. Also doubles as handy fastener for those hard to reach places that never come loose. Don't try to use it for anything else. It won't work. Fits to hand perfectly. By the way, don't lend your MOTOMONTHLY! jet reamer out to your friends, you'll never get it back.

Jet reamer ..... 5¢

Selection of "MOTOMONTHLY!"

Jets (fit British Amal carbs) $19.95

MOTOMONTHLY! Hot Hat

.....Hoooee Boy! Lookit that!, can't you see yourself now stepping out of the portacan or the back of your var wearing one of these chic chapeaus? Sensational, aren't they? All the "right" people, all the "shoes," can be seen in all the "right" places wearing their Official MOTOMONTHLY! Hot Hat....don't be left out. Accept no imitation. (Made with official MOTOMONTHLY! paper.) Hurry, they're going fast! Don't be left out!

Price: $5.00

MOTOMONTHLY! is first again, offering to the fashion conscious motorcyclist a chance to be the life of the pits with the introduction of the offical MOTOMONTHLY! Streakbiker Costume. This essential piece of equipment comes in three sizes: small, medium, and big with three colors; clear, clearer, and clearest. Don't delay, the supply may run out. Or you may. Order several for your friends. A bargain at half the price.

Costume w/out attached down-filled hood . $42.63

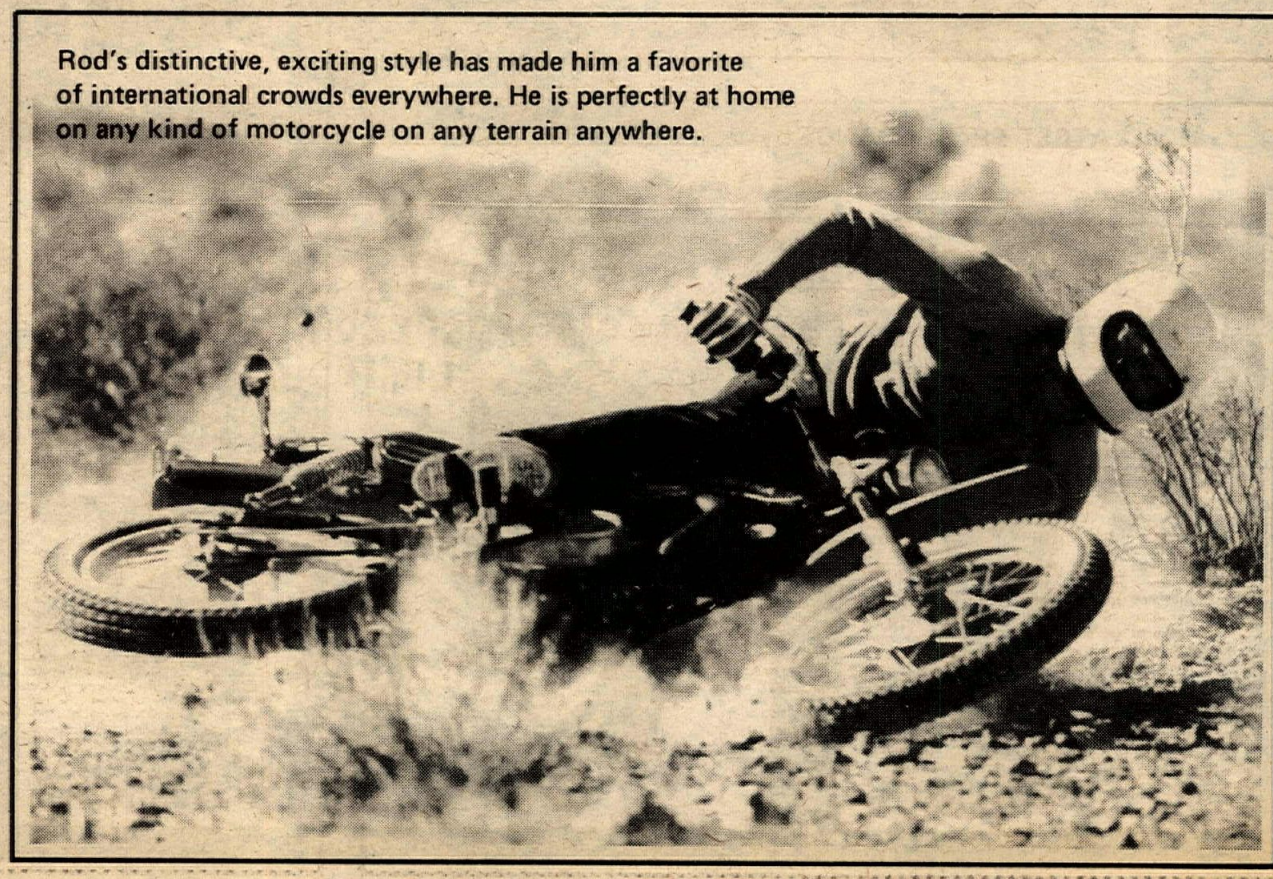
Costume with attached down-filled hood . $50.00

MM Interview: ROD ROCKET

Motomonthly! contributing editor (whatever that is) Wanda Lott was fortunate to spend several months with national motocross star Rod Rocket, gaining complete insight into the flavorful personality of a truly complex person. What follows is The Exclusive Rod Rocket Interview, being a revealing look at one of America's, and the world's truly great motorcycle competitors.

MM: Rod, what makes you so fast?
Rod: Uh, I gas it a lot.
MM: When did you first start racing, Rod?
Rod: Uh, I forget.
MM: Do you still have fun at racing now that you're a pro.
Rod: It's boss.
MM: What's your favorite course?
Rod: Far out.
MM: What do you think of your new sponsorship?
Rod: Bitchin'.
MM: Who is your new sponsor?
Rod: Duh. . .I don't remember.
MM: How old are you, Rod?
Rod: I forget.
MM: What are your plans for the future?
Rod: The future. . .?
MM: Rod, what about the other guys you race against?
Rod: Right on. You can't have a race without other guys to race against.
MM: What are your other interests besides motocross?
Rod:
MM: Do you have a girlfriend?
Rod: Nobody special.
MM: Do you have a job?
Rod: No.
MM: Do you eat and sleep, and all that type of domestic stuff?
Rod: Aw, that's for sissies. Anyway, you don't need that stuff.
MM: Where do you live?
Rod: The usual places.
MM: Where's that?
Rod: The same place everyone lives — with my mommy and daddy.
MM: Oh.
Rod: Yeah.
MM: What do you think of Motomonthly! and our relentless crusade to bring fame to the unknown racer, as advertised by our fearless publisher on radio all across the street?
Rod: Bitchin'.
MM: Why do you race?
Rod: Show them mother f---ers I can do anything they can.
MM: Do you like your father?
Rod: Who?
MM: Who inspired you to reach such soaring heights of motocross stardom?
Rod: What?
MM: Did you go to college?
Rod: Yeah.
MM: What did you get your degree in?
Rod: Advanced Confusion and Applied Technocracy.
MM: What kind of grades did you get?
Rod: 4.0.
MM: How did you do it?
Rod: I tol' those mother f---ers that I'd make knobby tracks on their faces if I didn't.
MM: Thank you, Rod Rocket, for providing us with this opportunity to educate and enlighten our motocross-loving readers with another brilliant installment in our Meet the Stars interview series.
Rod: I didn't stall nothin'.
MM: Yes, umm, well, thank you, Rod Rocket.
Rod: You're welcome. Where's my money.
MM: Money?
Rod: Yeah, money. Gimme money!
MM: You don't get any. So take that!
Rod: Bripp, bripp, RRRRRRRRRRRR. Rev. RRRRRRRRRRRRRRRRIIIIIIIIIPPPPPPP-AAHH.
MM: Heeeelp! He's gonna make knobby tracks on my. . . . .

Rod's distinctive, exciting style has made him a favorite of international crowds everywhere. He is perfectly at home on any kind of motorcycle on any terrain anywhere.



J. DAVID ULRICH

REPORT FROM JAPAN by Moto Nogati

高等裁も差し止め拒否

連邦最高裁に上訴の機会与える

大陪審の秘密報告 司法委送り強まる

【ワシントン二十二日AP】連邦高等裁は二十一日、連邦大陪審の秘密報告を下院司法委に回送を差し止めようとする法申請を拒否、このため同秘密報告が下院司法委に回される可能性がさらに強まつてきた。高等裁は被告弁護士側の差し止め申請を拒否した一方、連邦最高裁に上訴する余裕期間を与えるため、来る二十五日午後五時まで秘密報告の下院司法委送りを延期する措置をとつた。

連邦高等裁は五対一の多数派意見で被告弁護士団の申請を拒否、大統領が秘密報告の下院司法委送りに反対していない事実を指摘した。これは連邦地裁シリカ判事の裁定でも、拒否の理由としてあげていることである。二十一日の高等裁ではハルドマン元大統領補佐官および同補佐官の補佐だつたゴードン・スストロン氏の弁護士は、秘密報告が下院司法委に送られてその内容が公表されれば、その結果として両被告に対する公平な裁判が不可能になる理由をあげて強く反対した。

連邦地裁、高等裁の双方でこの主張が通らなかつたため、ハルドマン、ストロン両氏の弁護士は、連邦最高裁に上訴するかどうかをまだ決定していないと述べている。

連邦高等裁で多数派意見に従わなかつたのはジョウジ・マツキノン判事だけで、同判事は陪審が秘密報告と資料を入小かばんを渡し、下院司法委回すことを勧告したのは大の権限を越えたものでありのような行為は起訴されたの裁判が終了したのちのみなわれるべきである―の見あつた。

一方米国弁護士会のスミ長は「ニクソン大統領がウターゲート事件の証拠資料を拒否することは、司法裁害を構成する」と言明、こ護士会の見解は、大統領の立一層不利にするとみられて

EXCLUSIVE FROM GERMANY by Heinrich Motorrad

Horoskop

31. Januar bis 6. Februar 1974

Widder (21. 3. bis 20. 4.): Wahrscheinlich müssen Sie an Ihren Plänen ein paar Abstriche machen. Doch die Zeit wird sich als Helferin erweisen.

Stier (21. 4. bis 21. 5.): Am besten nehmen Sie die neuen Vorschläge als Grundlage zu weiteren Verhandlungen. Räumen Sie dem Partner die gleichen Rechte ein.

Zwillinge (22. 5. bis 21. 6.): Abmachungen auf lange Sicht sollte sehr reserviert begegnet werden. Lassen Sie sich Zeit!

Krebs (22. 6. bis 23. 7.): Je nüchterner Sie urteilen, um so klarer werden Sie sehen und um so mehr Freude werden Sie haben.

Löwe (24. 7. bis 23. 8.): Eine augenblickliche Enttäuschung sollte Sie nicht zu sehr beeinflussen. Vor allem: Ruhe und Humor bewahren!

Jungfrau (24. 8. bis 23. 9.): Führen Sie nun den recht originellen Einfall aus. Durch Widerspruch erschweren Sie sich aber die Situation.

Waage (24. 9. bis 23. 10.): In diesen Tagen spielen Herzensangelegenheiten eine bedeutsame Rolle. Materiell ist Vorsicht geboten.

Skorpion (24. 10. bis 22. 11.): Es ist nicht immer leicht, einen Verdruss gelassen hinzunehmen. Aber das ändert nichts am Ergebnis: die Einigung kommt zustande.

Schütze (23. 11. bis 22. 12.): Der Wechsel zwischen Erfolg und Widerstand mag etwas anstrengend sein. Lassen Sie die anderen doch reden und handeln Sie nach Ihrem Herzen!

Steinbock (23. 12. bis 21. 1.): Weder die eigenen Wünsche noch die Meinungen anderer dürfen Sie beirren. Sie sehen ja, dass es vorwärtsgeht.

Wassermann (22. 1. bis 19. 2.): Zunächst noch ziemlich windstill. Nichts vernachlässigen, aber auch nichts forcieren!

Fische (20. 2. bis 20. 3.): Die Situation beginnt sich zu klären; schriftliche Nachrichten tragen viel dazu bei. Aber legen Sie Bagatellen nicht zuviel Wert bei. **H. B.**

Schmerzen
Bei Kopfweh
MALEX
Bei Fieber
Erkältung

Gewinner des Januar-«Vreneli»-Rätsels:

1. Preis zwei Gold-Vreneli: Paul Erismann, Marchwartstr. 57, 8038 Zürich.

2. Preis ein Gold-Vreneli: Albert Sennhauser. Linsebühlstr. 25 a, 9000 St. Gallen.

3. Preis ein Gold-Vreneli: Hans Rüegsegger, Roger de Guimps 37, 1400 Yverdon.

4. bis 10. Preis je ein Jahresabonnement «Weltwoche» oder «annabelle»: Walter Friedlin, Wydackerstr. 23, 3052 Zollikofen; Donat Mühlethaler, Weihermattstr. 22, 5000 Aarau; Urs Horlacher, Grundstr. 21, 8424 Embrach; Irma Lehner, Südallee 3, 5000 Aarau; N. Locher, Feldstr. 1078, 5737 Menziken; Beny Schönbächler, Drusbergstr. 31, 8810 Horgen; Franz Moser, Schönegg, 3110 Münsingen.

11. bis 20. Preis je ein Halbjahresabonnement «Weltwoche» oder «annabelle»: A. Thüring, Pilatusstr. 37, 4054 Basel; Ulrich Danielowski, 64 Marine Terrace, Aberystwyth/Cards., Wales GB; M. Gut, Viktoriastr. 29, 8057 Zürich; H. Schneidewind, Hallauerstr. 146, 8226 Schleitheim; Dr. J. Keilwerth, Speisingerstr. 238, A-1238 Wien-Mauer; Ferdinand Bräutigam, Breitenseerstr. 15, A-1140 Wien; Hans-Kaspar Wipf, Wermatswilerstr. 46, 8610 Uster; Regina Gassmann, Aumattstr. 9, 4153 Reinach BL; Otto Zaugg, Dornacherstr. 189, 4053 Basel; Hans Soom, Gotthelfstr. 42, 8003 Zürich.

RATSEL

1 - 1 - y

Waagrecht: 1. Monat, 3. Verzeichnis der kirchlichen Gedenktage, 11. Teil des Wagens, 12. hohe Gebäude, 13. Niederung, 15. Nebenfluss der Donau, 16. englische Anrede, 17. Urbild, 19. bejahrt, 20. Bandit, 21. faul, 24. Zelt (französisch), 26. feindlicher Einfall (englisch), 29. einstige politische Bewegung in Italien, 31. Nebenfluss der Fulda, 34. Bucht und Berg auf der Südsee-Insel Norfolk, auch Bai in Nordaustralien, 35. römische Kalendertage, 36. tiefer Kleiderausschnitt (deutsche Schreibweise), 39. Einsiedler, 40. Stockwerk, 44. erquicken, 45. Staat in Südamerika, 47. Nebenfluss der Warthe, 48. bestimmte Aerzte, 50. Strasse (abgekürzt), 51. Schweizer Suppenfirma, 52. Sonne (englisch), 53. nordfranzösische Landschaft, 54. Papstname, 55. Radiogerät auf Schiffen oder in Flugzeugen, 56. nordisches Tier.

Senkrecht: 1. Kraftfahrzeuge, 2. biblischer Berg, 4. Kampfstätten, 5. französischer Dichter, 6. vornehm, 7. nicht der eigene Staat, 8. Kavallerie, 9. verrückt, 10. Honigwein, 14. ehemaliger Generalsekretär der UNO, 15. Fluss in Italien, 18. Habe, Landsitz, 19. Opernlieder, 22. Ort im Kanton Wallis an der Simplonstrasse, 23. Bewohnerinnen einer grossen Stadt in der Türkei, 25. Siegerin in einem Wettkampf, 27. griechische Unheilsgöttin, 28. altbabylonische und hebräische Münze, 30. Rotfärbungen, 32. Artikel, 33. Lebensende in einer Dichtung, 34. Lebensstufe, 37. Staat in Afrika, 38. exotischer Goldhase, 41. Nebenfluss des Ebro, 42. ich (lateinisch), 43. architektonisches Tragelement, 46. um das, 48. Speisefische, 49. Magenferment, 50. wie 50 waagrecht.

Auflösung des Kreuzworträtsels aus Nr. 4

Waagrecht: 1. Bajaderen, 9. Beard, 14. Ala, 15. Opale, 16. (h)erbei, 17. Lek, 18. Miele, 19. Liane, 20. Ter, 21. Perth, 22. Uda, 25. Boe, 27. Tee, 28. irr, 29. Ur, 30. Stroh, 35. Nante, 37. Sejanus, 39. Buerger Schippel, 42. Teereis, 43. Verdi, 45. Ulema, 46. PA, 47. INC, 48. Ham, 50. Pol, 51. TAH, 52. Llano, 55. Oma, 57. Allod, 58. Marat, 61. Ase, 63. Maine, 64. Aline, 65. Reh, 66. Musen, 67. Reservate.

Senkrecht: 1. Balduin Bachlamm, 2. Ale, 3. Yak, 4. Dom, 5. epi, 6. Raete, 7. Elle, 8. Neer, 9. Belp, 10. Erie, 11. Abart, 12. Renten, 13. Die heimliche Ehe, 23. Drau, 24. Arnet, 25. Buegel, 26. Or, 30. Sesia, 31. Tics, 32. Rah, 33. Onival, 34. Hupe, 36. treu, 37. Srem, 38. Sprit, 40. Ere, 41. Edna, 44. Hallau, 46. Po, 49. Malis, 50. Paris, 53. None, 54. Oden, 55. Omar, 56. Male, 59. Ane, 60. Ter, 61. Ara, 62. Set.

LATEST FROM FRANCE by Jean-Jacques Fou

SPORTS

CYCLISME

Le fléchissement de Merckx et la consécration d'Alain Santy dans la course Paris-Nice

Draguignan. — Paris-Nice réserve décidément de mauvaises surprises à Eddy Merckx. Le champion belge, qui s'était incliné à deux reprises, en 1972 et en 1973, devant Raymond Poulidor, donnait cette fois l'impression de s'orienter vers une victoire confortable. Il occupait le commandement depuis le premier jour et son comportement offensif autant que ses trois succès d'étapes le désignaient, du moins en apparence, comme la meilleure individualité du peloton. Or, il s'est trouvé dans l'impossibilité d'enrayer l'attaque déclenchée par Thévenet, Poulidor et Zoetemelk sur les pentes du mont Faron. A l'issue de cet exercice, bref (20 kilomètres) mais violent, le grimpeur néerlandais lui a ravi le maillot blanc... un maillot qu'il devait lui-même céder quelques instants plus tard à son jeune équipier Alain Santy.

Les événements survenus entre Bandol et Draguignan, le 15 mars,

De notre envoyé spécial

à la victoire. Il convient encore de signaler que l'ancien champion olympique Kuiper, remarquable dans la montée du Faron, occupe la sixième place du classement général, que Jean-Pierre Danguillaume est en tête du Grand Prix de la montagne, que l'amateur polonais Szurkowski, en difficulté dans l'Espigoulier, continue de jouer les routiers sprinters sur le plat, enfin, que son homologue, le champion du monde professionnel, Felice Gimondi, poursuit son rodage avec application.

Pourtant, alors que Paris-Nice touche au but, c'est dans les coulisses qu'il faut rechercher les informations les plus importantes et sans doute les plus lourdes de conséquences pour l'avenir. On sait que pour protester contre l'engagement des deux équipes Flandria-France (Guimard-Dieruckx) et Flandria-Belgique, qui résulte en fait du manque d'autorité de l'Union cycliste internationale, est sérieuse : elle menace aujourd'hui l'économie du secteur professionnel.

JACQUES AUGENDRE.

CLASSEMENT DE LA SIXIEME ETAPE

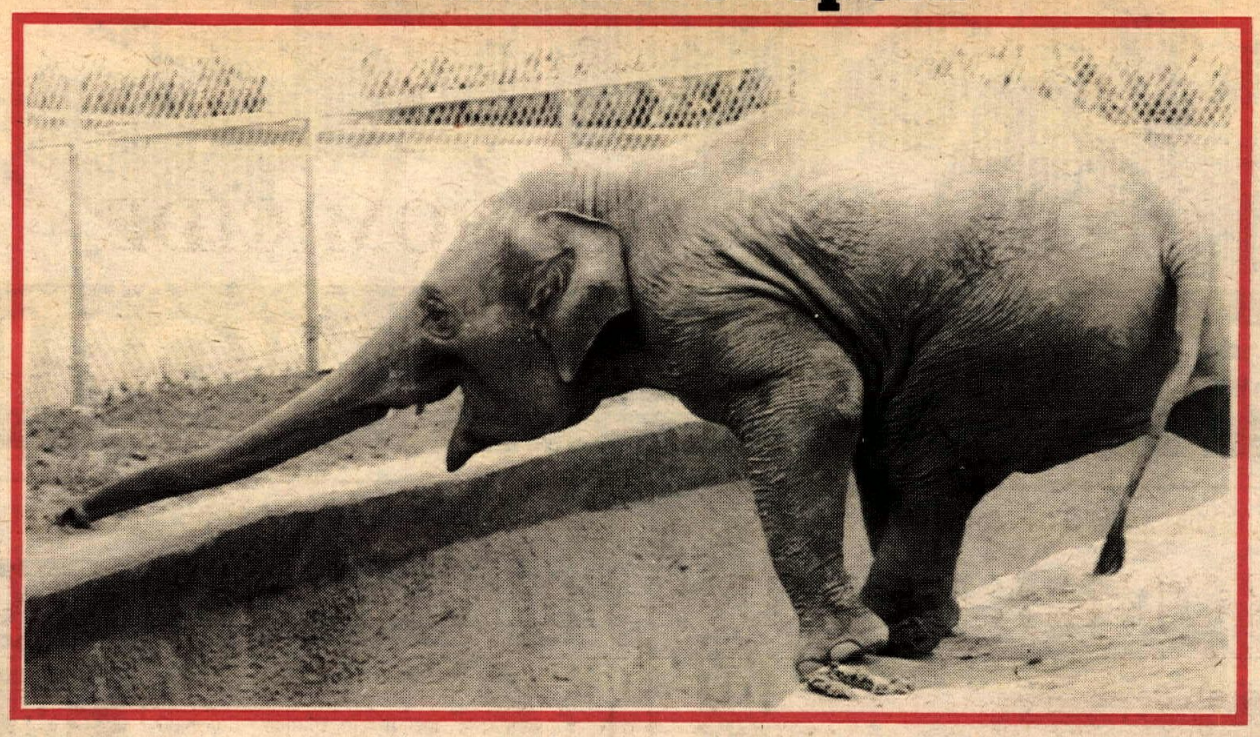
PREMIERE PARTIE : CARQUEIRANNE - LE MONT FARON (21 kilomètres)

1 Joop Zoetemelk (Pays-Bas), 39 min 20 sec. (avec bonification, 39 min 15 sec.) ; 2. Thévenet, 39 min 58 sec. (avec bon. 39 min 45 sec.) ; 3 Poulidor, 39 min. 50 sec. (avec bon., 39 min. 49 sec.), à 30 sec. ; 4. Martinez, à 30 sec ; 5 Agostino (Port.), 6 Merckx (Bel.) ; 7. Delisle ; 8. Alain Santy, à 34 sec., etc.

DEUXIEME PARTIE : TOULON-DRAGUIGNAN (213 kilomètres)

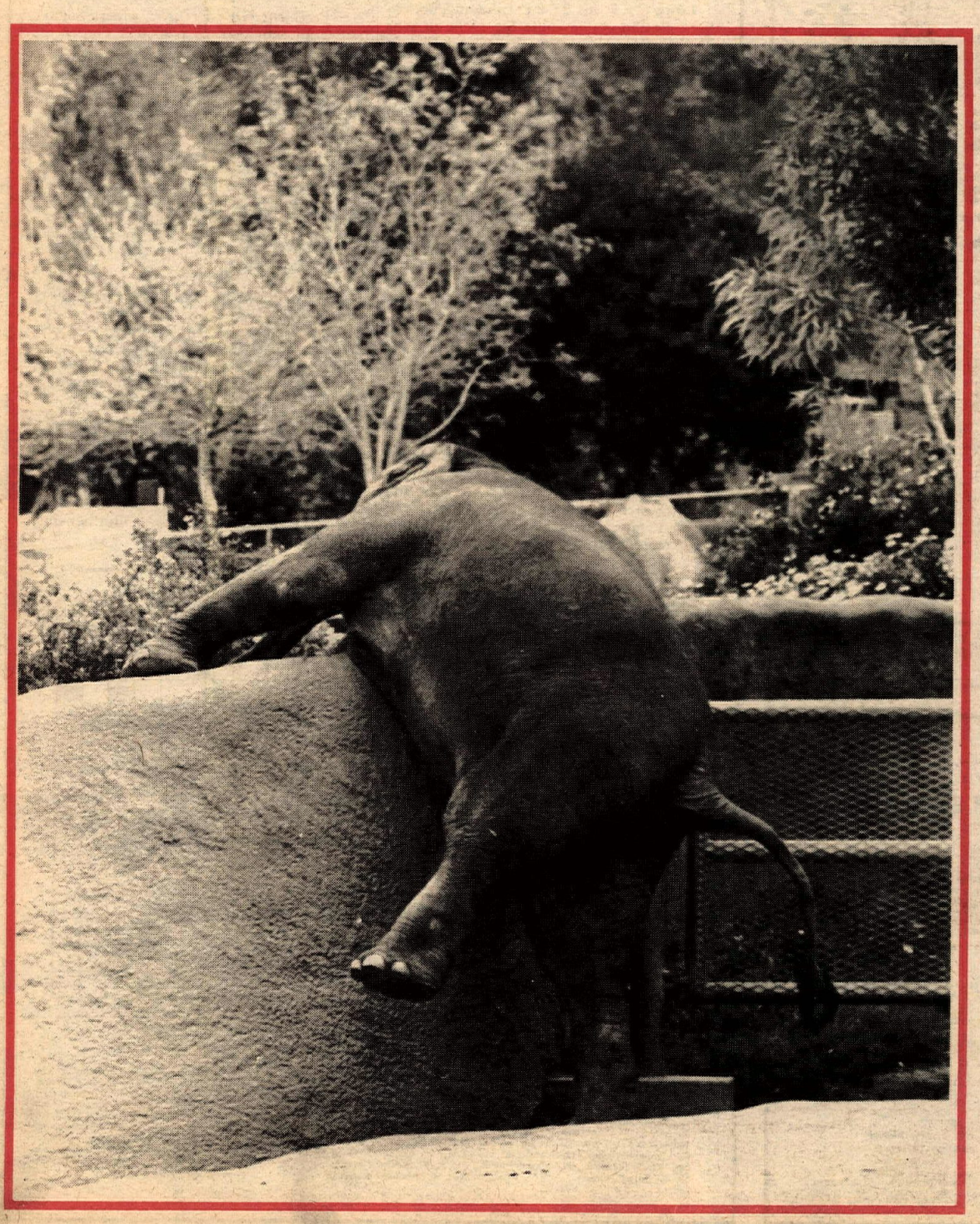
1 Alfred Gaida (R.F.A.), en 3 h. 1 min. 16 sec. (avec bon., 3 h. 1 min. 11 sec.) ; 2 Alain Santy, même 48 sec. (avec bon., 39 min. 45 sec.) ;

first exclusive report:



347TH ANNUAL ELEPHANT RALLYE

Team Peter Pan departs Arkansas confident of victory



PEENUTTIEST, ARK., APR. 1
Responding to promised contingencies of upwards of a dollar (U.S.), the Peter Pan Peanut Butter Team stormed off today from their zoo-side home pit area. The sidewalk sighed under the burden of the jeering mob of well wishers who screamed and threw tokens of their approval at Peenuttiest's entry in this year's International Annual Elephant Rallye as they exited the town square.

At a pre-departure interview, team captain, Bimbo, a modest youngster of Hindu extraction, could do little more than flap his ears and mumble "Tusk, tusk." The pressure was clearly on him. The spry bull is the team's main hope in this year's pachyderm marathon.

Team manager and race fan Burnum Bailey quipped in front of several reporters, "It's not how you get there, it's how you go about arriving where you want to get." His comment was met with riotous applause, as the press corps bustled their way out of the pit area, being careful to watch their step.

Not to be out-done by Bailey, Mayor L. Eefantbreth stepped before the press entourage and let it be known that the prizes furnished, in his words, "Ain't hay." His point was well taken by any of those few who were listeneing at the time.

Walt Disney celebrity and home town hero, Dumbo Dumbo, was also on hand for the well-publicized departure of Team Peter Pan. Traveling incognito and barely recognizable behind his custom Foster Grants, Dumbo slipped among the crowd, blending in as one of the just plain folks. His sojourn amidst the commoners was rudely interrupted when crafty Paparrazzi spotted that all too familiar feather in his trunk and began hounding him with questions.

One salty "newser" even taunted Dumbo about his oft-whispered-about romance with screen tasty Raquel Welch. The clearly offended Mr. Dumbo pointedly took exception to the remark and nonchalantly stepped on the inquirer's face.

Peenuttiest, Arkansas is no stranger to such lively motorcycle hi-jinks and celebrity appearances. Each year town hopefuls weigh in then weigh anchor for that long trek across the U.S. to battle European teams in Africa. It was only ten years ago that Team Hannibal placed in the African Final of this long-time classic rallye.

Motomonthly! sends its best wishes, and several bunches of bananas, to Team Peter Pan. Good luck and God speed.

By the way, do any of you readers know how to get an elephant out of your drawers?

WANTED

FOR LITERARY HOMICIDE

REWARD

FOR ANYONE KNOWING THE WHEREABOUTS OF

PHOTO BY CHUCK CLAYTON

CHUCK CLAYTON

MOTOMONTHLY! wants to stop the current rash of press harrassment and journalistic atrocities. Anyone knowing how to keep this man away from a typewriter will receive a free lifetime subscription to MOTOMONTHLY! the vanguard of motorcycle publications. Show that you appreciate our efforts to keep the world free from Communism, pinkoism, momism and prism. Demonstrate your support of anti-Nazi cooking. Send in your suggestion and be the first one on your block to have the entire MOTOMONTHLY! staff over for drinks and dinner.

REGULARLY SCHEDULED EVENTS

Attention Promoters

Place your listing for your regularly scheduled events here. Just send your copy (40 words max) and a check for five issues ($25.00) to Cycle News, P.O. Box 498, Long Beach, CA 90801. 213-427-7433 or 636-8844.

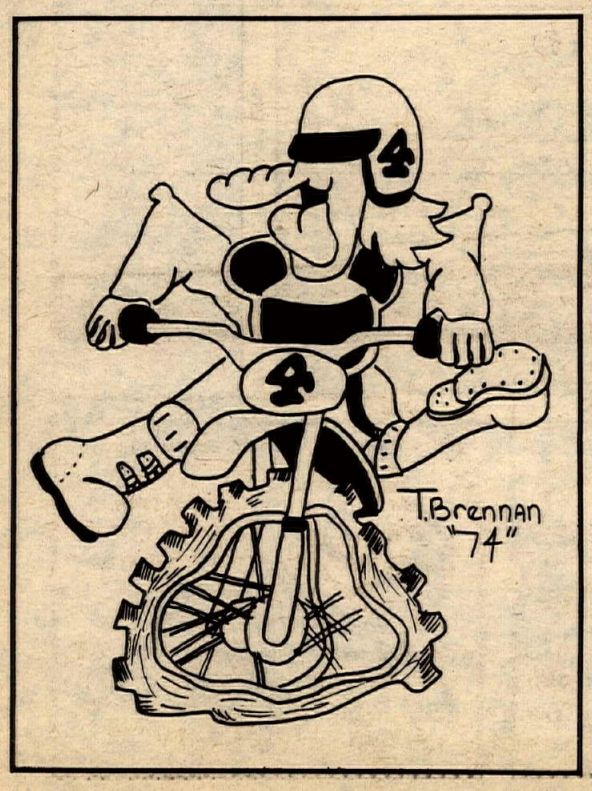
Every Saturday
Moreno Valley M.C., MX all classes, Gate $3., Race Entry $5. Sign in: 7:30 a.m., Race: 9. Min. 33% nice trophies. De Anza Cycle Park, 15 mi. east Riverside on US 60, Take Theodore off-ramp to Ironwood & follow signs. Info: 714-653-2633 or 714-735-1301.

Every Saturday Night
Elsinore Raceway TT Scrambles. Gates open 4 p.m., sign-up 5 to 7:30, practice 6:30, race 8. Admission $1.50, race $2. Camping Free. Sunday practice $1 per bike, silencers required. 714-826-2386.

Every Saturday
MX – Corona Rcwy. Natural terrain. Contingencies – 30% trophies, 100% payback Sr. Gates 9 a.m. prac. 10, race 11. Gates: $2, Entry: $3, Sr: $8., Non-member entry: $5. R.A.C.E. Membership: $5. (not req'd). Silencers required. Beg-Nov-Int-Sr-Mini-Oldtimer (32+). 18 yrs bring parent or notarized consent from parent. Corona Raceway, Fwy. 91 at Buchanan, Corona, CA. 714-689-1913, 735-1705 or 688-5484.

1st & 3rd Sundays
MX Lake Dolores, approx. 15 mi east of Barstow off Las Vegas Fwy, I-15, take Minneola off ramp. Limed. 8 a.m. sign-up, 10 race. 3rd Sunday 100% payback to pro riders. $10 entry. 33% Gold to Jr & Sr. $3.25 ride, $1.50 & .75 watch. Primitive camping, swimming & fishing. Info: 714-257-3315 or 714-252-2070.

Sunday MX
Valley Cycle Park, Moorpark. Motocross AME 1st & 3rd Sun: CRC 2nd Sun; NRA 4th Sun. All classes, prac. 8 a.m., race 9 a.m. Open 7 days. 470 acres open riding. Phone: 805-529-9546.



CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsiblity of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

Monday, Apr. 1

RESERVED SEAT SALES OPEN
for Superbowl of Motocross, June 22. Prime locations by mail order only to Sports Arena, 3939 S. Figueroa, Los Angeles, CA 90037. 213/747-7111.

Thursday, Apr. 4

R.A.C.E. NIGHT MX
Corona Rcwy., Corona, CA. Hwy 91 to Pierce, Rt. to Magnolia, Rt. again to Buchanan, to track. Open 5:30 p.m., race 7:30. 714/735-1705.

TT & FLAT TRACK
Trojan Spdwy., 5601 Southern Ave., South Gate, Ca. 90280. 100; 125; 175; 250. Sign 6-7:30 p.m. 213/861-4324 or 213/923-9132.

NIGHT MX, TT SCRAMB. & SHORT TRACK
Corona Rcwy., off Hwy 91, Corona, CA. Open 5 p.m., sign 6, race 7:30. Sandak 714/970-5220.

PUBLIC LAND USE MEETING
Kernville Elem. School, Kernville, CA. To obtain public's wants/needs concerning Little Kern Planning Unit, Sequoia Nat'l. Forest. 7-9 p.m. 209/784-1500.

Friday, Apr. 5

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Entry $5 all classes. 200% pro p.b. Open 4:30 p.m., sign till 6:30, race 7:30. CMC lic. rqd., $3,000 med. cov. 213/334-4949 or 714/557-3323.

AMA HALF-MILE
Ascot Silver Medal Series, 18300 S. Vermont, Gardena, CA. $2,000 purse ea. race, $500 pt. fund ea. race. Total for series $10,000 purse, $5,000 contingencies. See ad, clip coupon, save spectator $$$. Open 4:30 p.m., first race 6:30. Class C traction.

D-36 SCRAMBLES
Vallejo Spdwy., Vallejo, CA. Class C traction, sil. rqd. 92db limit, meter on grounds. Minis, too. Sign 5 p.m., prac to 6:30. 707/644-0741.

AMC NIGHT MX
Orange County International Rcwy., Irvine, CA. Open 5 p.m., prac. 6-7 p.m., first race 7:30 p.m. Members $5, $10 Expert, non-members $2 extra. 100% payback. 714/532-3923.

April 6-7

TWO DAY TRIAL I.S.D.T. QUALIFIER
Picayune, Miss. Letter of intent to Mel Parkhurst, Mgr. of Amateur Activities, AMA, P.O. Box 141, Westerville, OH 43081. Sponsor Trail Masters, P.O. Box 731, Picayune, MS 39466.

TWO DAY MX SCHOOL
Russ Darnell instructing. Carnegia Cycle Park, Livermore, CA., 25 mi. E of San Francisco. 9 a.m. to 3:30 p.m. each day. Limited entry, $25. 14851 Genoa St., Sylmar, CA 91342. 213/367-1722.

HANGTOWN MX CLASSIC AMA NAT'L. MOTOCROSS
Plymouth, CA. 30 mi. E. of Sacramento, on Hwy. 16. Sat. Sportsman Day – Two moto program, D-36 rules. Sun. Pro Day 125/250/Open AMA Nat'l., $9,000 purse, $3,000 per class. Must have AMA pro. lic. & apply thru AMA P.O. Box 141, Westerville, OH 43080. 916/985-4762 or 652-6016.

AMA DESERT RACE
Mattawa, WA. 165 mi. E. of Seattle on I-90. Follow markers. Poker run Sat., Pro-Am 100 mi. race Sun. $1,000 purse for pros. Souvenir T-shirts. Pre-entry save $$$. Stump Jumpers MC, 1007 – 228th S.E., Bothell, WA 206/486-5695.

NMA WORLD MINI GP
Indian Dunes Pk., Valencia, CA. International Course. $5,000 in trophies & awards. Semi-finals Sat., Champ. races Sun. First race both days 9 a.m. 805/259=8000 or 213/340-4704.

Saturday, Apr. 6

AMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. No mail entry. $5 post, $10 Experts. Three 20 minute motos. Gates open 7:30, practice 8:00, race 9:00. 100% payback to Experts, 40% trophies given same day! $5 membership required – Non Members $2 extra. Info: (714) 832-4555.

MOTOCROSS
Moreno Valley M.C. De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac 8, race 9:30. New course. 714/586-7964.

SPEEDWAY – FIRST DIV. QUALIFIER
Irwindale Rcwy., Irwindale, CA. Forty races, round robin points, thirty winners from series to move to first division. Open 4:30, first race 6 p.m. 213/681-2581, 790-0234 or 714/635-3760.

DRA BAKER TO VEGAS
Post entry avail., $12 red. fee. 20% brass, fin. pins, double DRA points, plus $300 to 1st OA, $200 to 2nd, $100 to 3rd, $100 to 9 class winners. Same day memb. processing. Plenty gas! See ad this section. 714/373-4647.

S.A.M. MOTOCROSS
Saddleback Park, Irvine, CA. No memb., no mail entry. $6 to race. Gates open 7 a.m. 714/979-9233.

SCRAMBLES
Petaluma Fgds. Spdwy., Petaluma, CA. Open 4 p.m., race 6:30. 707/762-8581.

D-36 NITE SHORT TRACK
Stockton Fgds., Stockton, CA. Class C traction, Rider med. cov. $2.50 ride or watch. Sign 5:30 p.m., race 7:30. Stockton Scramblers 415/463-0478.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA. Sign 5-7:30 p.m., prac 6:30, race 8. Sil. rqd. Free camping. 714/826-2386, 674-3658.

D-36 NITE SCRAMBLES
Fremont Rcwy., Fremont, CA. All sptsm. classes, no minis. Class C tract., sil., 3 number plts., AMA & D-36 scr. cards rqd. $3 ride or watch, ins. 50 cents extra. Open 3:30 p.m., race 6:30. 415/327-4461.

SHORT TRACK & TT – NITE
Perris Rcwy., Perris, CA. Must be over 18 with ID or notorized statement on file for 74. Open 5 p.m., S.T. 6 p.m., TT following short track program. 714/657-3678.

R.A.C.E. MX
Corona Rcwy. Hwy 91 to McKinley. All classes inc. oldtimers (32-up). 30% brass, -100% p.b. to Seniors. New course. Open 9:00 a.m., race 11:00. 714/735-1705.

OLD TIMERS HARE SCRAMBLES
Ponderosa Inn, 15 mi. E of Lancaster, CA on Ave. J. 3 x 8 mi. loops, over 35 only. 50% brass. $8 entry. 10 a.m. start. 213/367-2907 or 324-4747.

Sunday, Apr. 7

MOTOCROSS – SPANISH ROUND 250cc

FIM F. 750 ROAD RACE, IMOLA, ITALY

SRA EUROPEAN SCRAMBLES
Riverside International Raceway, use Gate 3 off of Piegon Pass from the Hwy 60. 1st race 10:00 a.m., open 8:00. Pins, 20% brass for Novices and Beginners. (213) 320-1015.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Sign 9 a.m., school 10 a.m., competition 12 noon, or sign up for trials only at 11:30 a.m. $5 trials, $2 school, Box 2313, Orange, CA 92669.

D-31 MOTOCROSS
Arizona Desert Raceways, 9 m. W of Avondale on I-10 to Airport Rd. Am. & Ex. sign noon, race 2:30 p.m. All others sign 7 a.m., race 9:30. $50 first each Ex. class. 602/252-1900.

PNTA TRIALS
Tiger Mtn. Spring Trials, I-90 E. from Seattle, Wa., So. on Hwy 18 3 mi. to parking area on Rt. Teams encouraged. Sign 8 a.m., first rider out 9:30. 206/454-5411.

D-37 MOTOCROSS
Lake Delores, CA. Vegas Fwy. E of Yermo to Minneola exit & follow signs. Plenty Sunday gas. $4.50 ride, $1.50/.75 watch. Sign 9 a.m., race 10 a.m. 714/253-3265.

TROPHY POKER RUN
De Anza Cycle Pk., E of Riverside, CA. on Hwy. 60 5 x 7 mi. loops. Cards in sealed envelopes. Best hand 3 ft. trophy, special awards. Free camping. Sign 7 a.m., start 9. 714/653-2633 or 735-1301.

TT
Four mi. E. of Kingman, AZ. Rt. 66 & I-40. All classes, mini to open. Sil., taped pegs, Class C traction rqd. 30% brass. Sign 10 a.m., race Noon. 602/753-3188.

D-38 TT SCRAMBLES
Dehesa Race Pk., I-8 E. from San Diego, CA. to Harbison Cyn. Rd., then to Dehesa Rd., L., follow signs. Sign 8:30 a.m., race 10. 714/477-7083.

MOTOCROSS
Fly-N-Raceway, Thermal, CA. Airport Blvd. Free camping, 2' gold same day, all classes. 10 a.m. start. 714/347-3185.

MOTOCROSS
Deschutes Cycle Park, Hwy. 97 No. of Bend, Oregon. Sil. & 3 num. plt. rqd. 100% p.b. to Ex. Free camping. Practice 9 a.m. Race 10:15. 503/389-1479.

PONDEROSA HARE SCRAMBLES
15 mi. E. of Lancaster, CA. on Ave. J. 3 x 8 mi. loops, 40% brass. $5 entry, beginners, free camping, all classes. 10 a.m. start. 213/367-2907 or 324-4747.

AME MX
Valley Cycle Park, Moorpark, CA. Hwy. 101 to Hwy. 23, N to Tierra Rejada, R. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6

MINIS TT & FLAT TRACK TROPHY DASH
Atlantic Park, Garden Grove, CA. Garden Grove Frwy. to Magnolia exit, S to Westminster. Mail address 17092 Santa Isabel, Fountain Valley, CA 92708. Sign 9:30 a.m., race 10:30 a.m. 714/842-9778.

AMA PROFESSIONAL HALF-MILE
Santa Clara County Fairgrounds, 344 Tully Rd., San Jose, CA. $1200 purse. Time tr. 11 a.m., race 2. 408/438-3210 or 714/541-4244.

MOTOCROSS
Sage Park, 13 mi. So. of Ridgecrest, CA on Hwy 395. All classes, plus mini-mini, Old Man's, Puff. Race $4 incl. amb. fee, watch $1.50/$.50 start 9 a.m. 714/377-4619.

BOSS/CMC NOV/INT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Hwy 580 to Vasco Rd., Livermore, 14 mi. twd. Brentwood. Beginner class this week, less than 5 races. No pros. 30% brass. Open 7 a.m., race 9. 415/796-0195.

MOTOCROSS S & S
Carlsbad Rcwy., Carlsbad, CA. No membership Rqd., Open 8 a.m., race 9:30. 714/278-2364.

CRC GP
Rawhide Park, Elsinore, CA. 45 min. races, all classes. MX & smooth. No memb. rqd. Mail $8 to 6625 Dorinda, Riverside, CA 92503. Post $10. 714/688-1291.

BCA COMBO CROSS
Indian Dunes, CA. 50% Jr. brass, 100% Ex. p.b. $10 entry post only. First race 10. 805/259-8000.

JACKPOT MX SERIES
Fox Hollow, E. on Hwy. 214 twd. Mt. Angel from Woodburn, Or. 2 mi. to Elliot Prairie Rd., then L. to track. 50% p.b. all classes ea. meet + place ribbons, 25% end-of-series jackpot to top scorers & Hi-Point trophy. Sign til 9:30 a.m., race 10. 503/634-2612.

MOTOCROSS
Lake Dolores, CA. Vegas Fwy. to Yermo to Minneola Rd., then L. approx 4 mi. 33% brass to Sptsmn., 100% p.b. to Ex. Sign 8 a.m., race 10. 714/252-2553 aft. 5 p.m.

CMC MOTOCROSS
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9 a.m. Memb. rqd. Mail Entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA. 92626. Pro/Jr-Int. mail entry $12/$5, Post $15/$10. 40% Jr-Int brass, $3000 med. cov.

ACA ROAD RACE
Carlsbad Rcwy., Carlsbad, CA.

C.T.A. TRIALS & SCHOOL
Escape Country, CA. Beginner/Novice classes. Enduro bikes OK, trials bike better. Trials $5, school $1.50. C.T.A., P.O. Box 2023, Orange, CA 92669. 714/832-2770.

MOTOCROSS
Moreno Valley M.C. De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac 8, race 9:30. New course. 714/586-7964.

D-36 SCRAMBLES
Pioneer Arena, Oakdale, CA. Open traction. All classes & minis. Sil. rqd. Sign from 7:30 a.m., , prac 9, race 12 Noon. 209/869-1457.

MOTOCROSS
Baymare, Moorpark, CA. Post entry only, 3 motos. 40% brass, 100% Ex. p.b. Open 8 a.m., race 9:30. 213/434-1816.

SRAC MX
Berthoud, Co. 40 mi. No of Denver on I-25. 30% brass, cash for Ex. Open 8 a.m., first race 9. 303/494-7303.

HRA HALF-MILE & TT
395 Cycle Pk., Adelanto, CA. No memb. rqd., 2-strokes must have silencers. 25% brass same day, 100% pro p.b. Free camping 714/245-1246 or 246-6109.

MX — MEXICO CARRERA DE MOTOS
Race Track "Autopista Lopez Mateos," 1 mi. from Mexicali to Tijuana Rd., B.C., Mexico. Booze strictly forbidden in pits! 100/125/250/Open Ex-Nov. 11 a.m. start. 2-8088 or 2-9317 Mexicali.

April 7-13

EASTER MOTORCYCLE CAMP
Alpine, CA. 30 min. E. of San Diego. MX, trials, desert instruction, also swimming, flicks, workouts, archery, horses. Ages 8-18. Write Brian McCall, Dept. 100, P.O. Box 82024, San Diego, CA 92138.

April 9-10

TWO DAY MX SCHOOL
Russ Darnell instructing. Saddleback Park, Orange, CA $25. Limited entry. 14851 Genoa St., Sylmar, CA 91342. 213/367-1722.

April 11-12

TWO DAY MX SCHOOL
Russ Darnell instructing. Indian Dunes Park, Valencia, CA. Limited entry, $25. 9 a.m. to 3:30 p.m. both days. 14851 Genoa, Sylmar, CA 91342. 213/367-1722.

Thursday, Apr. 11

TT & FLAT TRACK
Trojan Spdwy., 5601 Southern Ave., Southgate, CA 90280. 100; 125; 175; 250. Sign 6-7:30 p.m. 213/861-4324 or 213/923-9132.

R.A.C.E. NIGHT MX
Corona Rcwy., Corona, CA. Hwy 91 to Pierce, Rt. to Magnolia, Rt. again to Buchanan, to track. Open 5:30 p.m., race 7:30. 714/735-1705.

NIGHT MX, HALF-MILE & SHORT TRACK
Corona Rcwy., off Hwy 91, Corona, CA. Open 5 p.m., sign 6, race 7:30. Sandak, 714/870-5220.

Friday, Apr. 12

D-36 SCRAMBLES
Vallejo Spdwy., Vallejo, CA. Class C traction, sil. rqd. 92db limit, meter on grounds. Minis, too. Sign 5 p.m., prac to 6:30. 707/644-0741.

D-36 SCRAMBLES
Fremont Rcwy., Fremont, CA. All classes, no minis. $3 ride or watch. Open 3:30 p.m., prac. 5, race 6:30. 415/327-4461.

AME NITE MX
Indian Dunes, Valencia, CA. International Course. First race 8 p.m. 805/259-8000.

AMC NIGHT MX
Orange County International Rcwy., Irvine, CA. Open 5 p.m., prac. 6-7 p.m., first race 7:30 p.m. Members $5, $10 Expert, non-members $2 extra. 100% payback. 714/532-3923

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Entry $5 all classes. 200% pro p.b. Open 4:30 p.m., sign till 6:30, race 7:30. CMC lic. rqd., $3,000 med. cov. 213/334-4949 or 714/557-3323.

AMA HALF-MILE
Ascot Silver Medal Series, 18300 S. Vermont, Gardena, CA. $2,000 purse ea. race, $500 pt. fund ea. race. Total for series $10,000 purse, $5,000 contingencies. See ad, clip coupon, save spectator $$$. Open 4:30 p.m., first race 6:30. Class C traction.

Saturday, Apr. 13

AMA NATIONAL ENDURO
Dirt Diggers 3rd Annual Red Garter 125 mi. Limit 500 riders, entry & 2 SASE to 2173 Crescent Ave., Montrose, CA. 91020. Dwg. Apr. 3 at Cliff House, Malibu. Start downtown Ventacopa, first rider 7:00 a.m. 213/772-0065. See ad this section.

R.A.C.E. MX
Corona Rcwy. Hwy 91 to McKinley. All classes inc. oldtimers (32-up). 30% brass, 100% p.b. to Seniors. New course. Open 9:00 a.m., race 11:00. 714/735-1705.

SCRAMBLES
Petaluma Fgds. Spdwy., Petaluma, CA. Open 4 p.m., race 6:30. 707/762-8581.

D-37 HARE SCRAMBLES
Soggy Dry Lake, limed from Lucerne, CA. Maywood M.C.'s first "Bull Run". 2x35 mi. loops, fin. pins, Rescue 3, GP finish. Trail Nov. all way. $4.50 entry, start 9 a.m., Ex/Am, 9:30 Nov. 213/867-8110.

NORCAL HARE & HOUND
Altamont Spdwy., Livermore/Tracy, CA. 30% brass, 3 mi. course. Mail/Post entry $6/$8. First race 9 a.m. Norcal Motocross, P.O. Box 3181, Hayward, CA 94545. 415/276-4152 or 886-5182.

HRA AWARDS BANQUET
5th Annual at White Sands Steak House, 3775 Elizabeth Dr., Riverside, CA. Royal Buffet dinner, LeMans start. Open to public. Bench racing 7 p.m., dinner at 8, awards at 9. 714/245-1246 or 246-6109.

D-36 NITE SHORT TRACK
Stockton Fgds., Stockton, CA. Class C traction, Rider med. cov. $2.50 ride or watch. Sign 5:30 p.m., race 7:30. Stockton Scramblers 415/463-0478.

HANDICAP DRAG RACING
OCIR, Irvine, CA. Bike bracket, exclusively for motorcycles; opportunity for small-displacement owners. Cash and points awards. Open 1:30 p.m. Eliminations 7 p.m. 714/838-3593.

SHORT TRACK & TT — NITE
Perris Rcwy., Perris, CA. Must be over 18 with ID or notorized statement on file for 74. Open 5 p.m., S.T. 6 p.m., TT following short track program. 714/657-3678.

KBMA INDOOR SHORT TRACK
Klamath County Fairgrounds, Klamath Falls, Ore. Require: Sil., 3 plates, no sidestands, rubber on footpegs, no knobbies. Classes: 100 kids, 100 mens, 125, 200, 250. $3 entry. Sign 4:30 p.m., prac 5:00, race 7. 503/882-2304.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac 8, race 9:30. New course. 714/586-7964.

MOTOCROSS
Moreno Valley M.C. De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

AMC MX
Carlsbad Rcwy., Carlsbad, CA. No mail entry, $5 post, $10 Ex. 40% brass same day, 100% Ex. p.b. Three 20-min. motos. Open 7:30 a.m., race 9. 714/532-3923. Non-members race $2 extra.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA. Sign 5-7:30 p.m., prac 6:30, race 8. Sil. rqd. Free camping. 714/826-2386, 674-3658.

S.A.M. MOTOCROSS
Saddleback Park, Irvine, CA. No memb., no mail entry. $6 to race. Gates open 7 a.m. 714/979-9233.

Sunday, Apr. 14

MOTOCROSS 125cc ITALIAN ROUND

ROAD RACE ANGLO-AMERICAN MATCH SERIES, Mallory Park, England

D-36 SCRAMBLES
Lodi Cycle Bowl, Lodi, CA. Class C traction, also minis. $2.50 ride or watch. Sign 9 a.m., race 12 noon. Lodi M.C. 415/368-7182.

D-36 EURO. SCRAMBLES
Sacramento Rcwy., E. on Hwy 50 from Sacramento, CA. to Bradshaw Rd., limed to track. Four races, LeMans start. Mail/Post entry $6/$8. Sac'to. Jammers M.C., 1711 Mercury Wy., Sacramento, CA. 95825. 916/482-6740 or 967-3949.

D-36 TT SCRAMBLES
Sand Hill Ranch, From Livermore, CA. Hwy 580 to Vasco Rd., No. to Camino Diablo, Rt. to track. Sil. rqd., no motors to start before 8 a.m. 415/689-6722 or 634-3328. Class C traction.

D-36 MX
Argyll Pk., Dixon, CA. 12 mi. So on Hwy 113. All classes & minis, free insurance. Discount to car pools, 4 or more, 3 motos. Free camping. Sign 7 a.m., first moto 9:30. Rain phone 916/678-2809.

MOTOCROSS
Rio Bravo Cycle Pk., E. from Bakersfield, CA. on Hwy 58 to Hwy. 178, cont. E. 12 mi. to track. 1½ mi. circuit, real MX track, better be waterproof. 366-6144. Fri-Sat-Sun only.

CMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Open 6:30 a.m., first race 9. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA., 92626.

AMC MX
Saddleback Park, Orange, CA. No mail entry, $5 post, $10 Ex. Non-members $2 extra. 40% brass same day, 100% Ex. p.b. Open 7:30 a.m., race 9. 714/532-3923.

MOTOCROSS
Moreno Valley M.C. De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac 8, race 9:30. New course. 714/586-7964.

SRAC MX
Coal Creek Rcwy., I-25 No. of Denver, Lafayette-Brighton exit, West to track. Nov. 10 a.m., A & B events, noon.

SRAC TT SCRAMBLES
Berthoud, Co., 40 mi. No. of Denver on I-25, Berthoud exit, 1 mi. So on access rd. SRAC memb. rqd. 30% brass, Expert cash. Prac. 10 a.m., race 12 Noon. 303/442-0930.

MOTOCROSS
Desert Wheels MC. Sign-ups 8 a.m., races 10. Info: Box 37, Edwards, CA 93523.

AME MOTOCROSS
Indian Dunes Park, Valencia, CA. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m. See ad this section.

GP
Baymare, Moorpark, CA. Old Viewfinder 4 mi. GP course. 50 min. race. 40% brass, 100% Ex. p.b. 213/434-1816.

MARATHON
2 man, 2 hr., Fremont Rcwy., Fremont, CA. Nov. & Ex., $6/team. Open 8:30, first race 9:30. 415/327-4461.

CRC MOTOCROSS
Valley Cycle Park. 40% trophies, same day. No membership rqd. All classes. Info: 213/830-7519 or 714/688-1291.

SPRING GRAND PRIX

April 21 · Indian Dunes

30% Trophies
100% cash payback to Experts

Mail entry: $8. Post entry: $10.
Experts $10, post only

Mail to: **NRA**
7601 Arlington Ave.,
Riverside, CA 92503

SCHEDULE

8 am	Prac
9 am	100cc Beg-Jr
10 am	125cc Beg-Jr
11 am	Mini-Powder Puff
12 noon	Prac
1 pm	175 & 250cc Beg-Jr
2 pm	Open Beg-Jr
3 pm	All Int-Sr

Small bikes race in morning; big bikes sleep in.
Practice session at noon.

714-688-1291 805-259-8000

RAWHIDE GRAND PRIX

APRIL 7 Rawhide Park Elsinore

Limed from intersection of Hwy. 71 & 74
100% Trophies to finishers, 1' tall.
3' Trophies to 1st in class.
Top 10% receive 30" Trophies.
FREE overnight camping.
Each class races 45 min.
LeMans start-long course-including Cross Country & Motocross.
Small bikes race in morning, big bikes in afternoon.
Sign-up closes 1 p.m.

Schedule:

8 — Prac.	12 — Prac.
9 — 100 Beg & Nov	1 — 175 & 250 Beg & Nov
10 — 125 Beg & Nov	2 — Open Beg & Nov
11 — Mini & Powder Puff	3 — All Int & Ex

Mail $8 (members $7) to CRC: 6625 Dorinda, Riverside, 92503
$10 post entry, all racers pay $1 gate fee.

CRC 714-688-1291

AMC
Race Schedule
Apr. 5 — OCIR
Apr. 12 — OCIR
Apr. 14 — Saddleback
Apr. 19 — OCIR
Info: 714-532-3923

Trials and School
California Trials Association
Escape Country, Trabuco Canyon
April 7
P.O. Box 2023, Orange 92669
714-832-2770 after 5:00

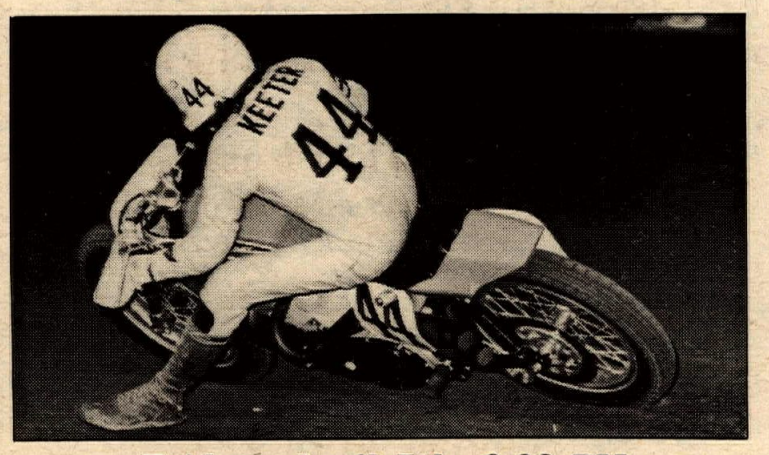
SADDLEBACK park
Saddleback Association of Motorcyclists
Moto-cross European Style Every Saturday
2-40 minute motos
No mail entry • No membership rqd.
Just $6 to race • Gates open 7:00
Experts $10 entry • 100% payback
For Info: (714) 979-9233

Ascot

AMERICAN MOTORCYCLE ASSOCIATION

AMA ½ Mile
APRIL SILVER MEDAL SERIES

$10,000 in Purses $5,000 Contingencies



Friday, April 5th, 8:00 PM

Nov-Jr-Ex

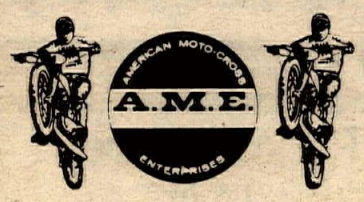
Gates open: 4:30 p.m., Close: 5:30 p.m., 1st race 6:30 p.m.
Prac: 5:45-6:15 all classes (Class C traction req.)

$2000 flat purse each race
$500 point fund each race
(Point fund distributed end of April)

18300 S. Vermont, Gardena, California

Ascot **Save $1.00** *on Adult ticket for any regular AMA event. You may bring a friend & save $2.00.*

Regular price Adult	$3.50
Junior	2.50
9-12	1.00
8 and under	FREE



SUNDAY MX EVENTS

Beginners, Juniors, Intermediates, Seniors
PLUS
Minicycle, Old Timers, and Powder Puff

Schedule of Coming Events

APRIL
7 — Vly. Cycle Pk.
12 — Indian Dunes
14 — Indian Dunes
19 — Indian Dunes

SILENCERS REQUIRED. Sportsman classes $5. mail, $10 post. Seniors $10. mail, $15 post. All entries must be received no later than Friday before each event. A.M.E. membership & 3 number plates required. Gates open 6:30 A.M., Practice 8 A.M., 1st race 9 A.M. MAIL ENTRY TO A.M.E. 13004 S. Washington, Hawthorne, Calif. 90250. 213-675-1922. Monday thru Friday 1-6 P.M.

Cycle News is your voice — use it

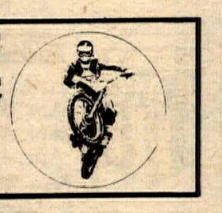
ENDURO

GRINGO 100
April 27
Ensenada, Mexico
1 loop approx. 100 mi.
Gas and Oil provided.
PENNZOIL —
Gringo 100 official
2-stroke motorcycle oil.
Easy terrain — Mucho fun roads.
20% Trophies & pins.
LIMITED ENTRY
Mail $15. & two S.A.S.E. to:
CRC, 6625 Dorinda,
Riverside, CA 92503

CRC 714-688-1291

INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days
7 a.m. 'til dark
Moto-X Races every Sunday
2 miles west of Interst. 5
on Hwy 126 at Castaic
(805) 259-8000

IRWINDALE RACEWAY
EVERY FRIDAY NIGHT
MOTOCROSS



SRA European Scrambles
April 7
Riverside International Raceway. Take Pigeon Pass Rd. off Hwy 60, Gates open at 8:00 a.m. Bgnr's, Novice, & Amat. classes. One hour races. Decals, Finish Pins, 20% Brass. Info: (213) 320-1015.

50¢ **AMC - MX at CARLSBAD** 50¢
Every Saturday
3-20 min. motos • non-members
$2 extra • Info: 714-832-4455
50¢ off any AMC Carlsbad race

CALENDAR

MOTOCROSS
Rawhide Park, Elsinore, CA. All classes. Race 9 a.m. 213/921-5466 or 714/689-0871.

NMA MINIS
Saddleback Park, Orange, CA. Sign 8:30-9:30 a.m., race 10. Trophy dashes too.

D-36 HARE SCRAMBLES
Sacramento Rcwy., Excelsior Rd., Sacramento, CA. Entry $6 mail/$8 post. Entries to Sacramento Jammers M.C., 1711 Mercury Way, Sacramento, CA 95825. First race 10 a.m. 916/482-6740.

D-36 SCRAMBLES
Happy Valley Rcwy. 5 mi. So. of Redding, Ca. on Hwy 99 to Canyon Rd. or Happy Valley Rd., follow signs. Class C tires, silencers rqd. Riders insured. Sign 9 a.m., race 12 noon. Shasta M.C. 916/241-7724.

Monday, Apr. 15

PUBLIC LAND USE MEETING
Visalia Convention Ctr., Exhibit Hall B, Visalia, CA. To obtain public's wants/needs concerning the Little Kern Planning Unit, Sequoia Nat'l. Forest. 2-4 p.m. & 7-9 p.m. 209/784-1500.

April 18-21

CYCLE WORLD SHOW
Los Angeles Memorial Sports Arena, Los Angeles, CA. Custom, competition, classic, chopped & antique machines plus all significant 1974 models at the Eleventh Annual International Show, largest in the world. 714/646-4455.

Thursday, Apr. 18

NIGHT MX, TT SCRAMB. & SHORT TRACK
Corona Rcwy., off Hwy 91, Corona, CA. Open 5 p.m., sign 6, race 7:30. Sandak 714/970-5220.

R.A.C.E. NIGHT MX
Corona Rcwy., Corona, CA. Hwy 91 to Pierce, Rt. to Magnolia, Rt. again to Buchanan, to track. Open 5:30 p.m., race 7:30. 714/735-1705.

PUBLIC LAND USE MEETING
Education Ctr., 1300 Baker St., Bakersfield, CA. To obtain public wants/needs concerning Little Kern Planning Unit, Sequoia Nat'l. Forrest. 2-4 p.m. & 7-9 p.m. 209/784-1500.

Friday, Apr. 19

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Entry $5 all classes. Jr., Int., Ex. & Pro. Pros race for guar. purse. Open 4:30 p.m. Signup closes 6:30, race 7:30. CMC lic. rqd. $3,000 med. cov. 213/334-4949 or 714/557-3323.

AME NITE MX
Indian Dunes, Valencia, CA. International Course. First race 8 p.m. 805/259-8000.

D-36 SCRAMBLES
Vallejo Spdwy., Vallejo, CA. Class C traction, sil. rqd. 92db limit, meter on grounds. Minis, too. Sign 5 p.m., prac to 6:30. 707/644-0741.

AMC NIGHT MX
Orange County International Rcwy., Irvine, CA. Open 5 p.m., prac. 6-7 p.m., first race 7:30 p.m. Members $5, $10 Expert, non-members $2 extra. 100% payback. 714-532-3923.

D-36 SPTSM. SHORT TRACK
Fremont Rcwy., Fremont, CA. All classes & minis. Kill buttons, sil. rqd. Open 4 p.m., prac. 5, first race 7 p.m. $3 ride or watch. 415/327-4461.

AMA HALF-MILE
Ascot Silver Medal Series, 18300 S. Vermont, Gardena, CA. $2,000 purse ea. race, $500 pt. fund ea. race. Total for series $10,000 purse, $5,000 contingencies. See ad, clip coupon, save spectator $$$. Open 4:30 p.m., first race 6:30. Class C traction.

April 20-21

WMRC ROAD RACE
Westwood circuit near Vancouver, B.C. Novice race on Saturday. WMRC, P.O. Box 91, South Burnaby, B.C., Canada.

Saturday, Apr. 20

SCRAMBLES
Petaluma Fgds. Spdwy., Petaluma, CA. Open 4 p.m., race 6:30. 707/762-8581.

D-36 NITE SCRAMBLES
Lodi Cycle Bowl, Lodi, CA. Class C traction, all classes & minis. Sign 5:30 p.m., race 7:30. Lodi M.C. 415/462-0420.

D-36 SCRAMBLES
Fremont Rcwy., Fremont, CA. All classes, no minis. $3 ride or watch. Open 3:30 p.m., prac. 5, race 6:30. 415/327-4461.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA. Sign 5-7:30 p.m., prac 6:30, race 8. Sil. rqd. Free camping. 714/826-2386, 674-3658.

AMC MX
Carlsbad Rcwy., Carlsbad, CA. No mail entry, $5 post, $10 Ex. 40% brass same day, 100% Ex. p.b. Three 20-min. motos. Open 7:30 a.m., race 9. 714/532-3923. Non-members race $2 extra.

MOTOCROSS
Moreno Valley M.C. De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac 8, race 9:30. New course. 714/586-7964.

HANDICAP DRAG RACING
OCIR, Irvine, CA. Bike bracket, exclusively for motorcycles; opportunity for small-displacement owners. Cash and points awards. Open 1:30 p.m. Eliminations 7 p.m. 714/838-3593.

SHORT TRACK & TT — NITE
Perris Rcwy., Perris, CA. Must be over 18 with ID or notorized statement on file for 74. Open 5 p.m., S.T. 6 p.m., TT following short track program. 714/657-3678.

S.A.M. MOTOCROSS
Saddleback Park, Irvine, CA. No memb., no mail entry. $6 to race. Gates open 7 a.m. 714/979-9233.

R.A.C.E. MX
Corona Rcwy. Hwy 91 to McKinley. All classes inc. oldtimers (32-up). 30% brass, 100% p.b. to Seniors. New course. Open 9:00 a.m., race 11:00. 714/735-1705.

Sunday, Apr. 21

FAMILY ENDURO POKER RUN
Thirteen mi. No. of California City, route marked from city golf course. Field events Sat. Noon for trophies. First prize for Sunday's event — 15' Smuggler trailer or Camper. Many other prizes & fin. pins. Mail entry save $$$ 10624 Midway Ave., Cerritos, CA 90701. 213/924-2389.

125 MILE AMA NATIONAL CHAMP. ENDURO
Polka Dots 49er, Foresthill, CA. Sil., spark arr., tag or off-road stickie rqd. No D-36 Enduro card, no ride. $8 pre-entry, $12 post. D-36 entry blank to Polka Dots M.C., 2412 Salix Way, Sacramento, CA. 93825. 916/WA5-4788 or 961-1394.

CMC SEMI-PRO MOTOCROSS
Lake Madera, Madera, CA. Hwy 99 to Cleveland Av. Exit & follow signs. 30% brass, 100% Sr. p.b., sil. rqd. Minis, also. Sign 7 a.m., race 9:30. 209/674-4042.

BOSS/CMC SEMI PRO MX
Plymouth Rcwy., Plymouth, CA. Site of Hangtown classic. $1200 purse., 30% Nov/Int. brass. Open 6:30 a.m. 415/796-0195.

NRA GP
Indian Dunes, CA. 805/259-8000 or 714/688-1291.

MOTOCROSS
Lake Dolores, CA. Vegas Fwy. to Yermo to Minneola Rd., then L. approx 4 mi. 33% brass to Sptsmn., 100% p.b. to Ex. Sign 8 a.m., race 10. 714/252-2553 aft. 5 p.m.

MOTOCROSS
Rio Bravo Cycle Pk., E. from Bakersfield, CA. on Hwy 58 to Hwy. 178, cont. E. 12 mi. to track. 1½ mi. circuit, real MX track, better be waterproof. 366-6144. Fri-Sat-Sun only.

CMC SEMI-PRO TT SCRAMBLE
Argyll Pk., 12 mi. So. of Dixon, CA on Hwy 113. All classes, minis, puff & O.T. (35+). CMC lic. & sil. rqd. Join same day, open traction. 150% Ex. p.b., 30% brass. Car pool discount 4 or more. Sign 9 a.m., race 12 Noon. 916/678-2809.

CRRA MX
Yuma Cycle Park, 1 mi. E of Yuma, Ari. on US 95. Box 5563 Yuma, Ari. 85364. Open 7 a.m., race 9. 602/726-0532 (night).

MOTOCROSS
Sage Park, 13 mi. So. of Ridgecrest, CA on Hwy 395. All classes, plus mini-mini, Old Man's, Puff. Race $4 incl. amb. fee, watch $1.50/$.50. Start 9 a.m. 714/377-4619.

NMA MINI ROUGH SCRAMBLES
Helvetia Pk., 2602 River Rd., Sacramento, CA. 33% brass, also trophy dash. NMA memb. rqd. Ride $5, watch $2/$1. Open 7:30 a.m., sign 8 a.m., race 10. 916/841-1418.

D-37 HARE & HOUND
Soggy Dry Lake, limed from Lucerne (Y-Cafe) Fin. pins, 2 amb., Rescue 3, Bota Bag Contest Sat. night. $5.50 entry, 10 a.m. start. 213/371-9670.

MDRA EURO. SCRAMBLES
Ponderosa, E. of Lancaster, CA. on Ave. J. 20% brass, Sunday gas in Palmdale/Lancaster, free camping. $7 entry, no checks. 10 a.m. start. 805/947-1593.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac 8, race 9:30. New course. 714/586-7964.

D-31 MOTOCROSS
Arizona Desert Raceways, 9 m. W of Avondale on I-10 to Airport Rd. Am. & Ex. sign noon, race 2:30 p.m. All others sign 7 a.m., race 9:30. $50 first each Ex. class. 602/252-1900.

MOTOCROSS
Baymare, Moorpark, CA. Post entry only, 3 motos. 40% brass, 100% Ex. p.b. Open 8 a.m., race 9:30. 213/434-1816.

CMC MOTOCROSS
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

AMC MX
Rawhide Pk., Elsinore, CA. memb. entry $5/$10 Jr./Sr. non-mem. $2 ex. Open 7 a.m. 714/532-3923.

CRC MOTOCROSS
Carlsbad Rcwy. 40% trophies, same day. No memb. rqd. All classes. Info: 213/830-7519 or 714/688-1291.

MOTOCROSS
Baymare, Moorpark, CA. Post entry only, 3 motos. 40% brass, 100% Ex. p.b. Open 8 a.m., race 9:30. 213/434-1816.

CALENDAR

D-36 MX
T-Car Spdwy., 1200 Race Track Rd., Carson City, Nev. All classes, Puff & Mini. Insurance, Sunday gas. Sign 7 a.m., race 9. 702/883-1121.

D-38 DESERT SCRAMBLES
Superstition Mtn., No. of Plaster City, CA. Fwy. I-8 E. to Dunaway Rd., follow signs to Huff Rd. & race area. Entry $5. 10 a.m. start. El Cajon M.C. 714/276-7580 Sat/Sun/Wkdys. 6-9 p.m.

AME MX
Valley Cycle Park, Moorpark, CA. Hwy. 101 to Hwy. 23, N to Tierra Rejada, R. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m. See ad this section.

ROAD RACES
Phoenix Rcwy., 22 mi. NW of Phoenix, AZ, Grand Ave. Hwy 60-70. 1½ mi. 12-turn course. Prod. & Mod. classes. Prac. 10 a.m. 1 p.m., first race 1:30. 602/931-0727 or 602/265-4228.

MOTOCROSS
Deschutes Cycle Park, Hwy. 97 No. of Bend, Oregon. Sil. & 3 num. plt. rqd. 100% p.b. to Ex. Free camping. Practice 9 a.m. Race 10:15. 503/389-1479.

D-36 MOTOCROSS
McGill Cycle Park, E. of Sacramento, CA. on Hwy 50, Prairie City Rd. So. to White Rock Rd., W. to track. Minis, too. Open 6:30 a.m., race 9:30. 916/922-4488.

DRA HARE SCRAMBLES
California City, CA. Limed from golf course & also from 17 mi. No. 4 Cournes Hwy. 395 1. side. 2x24 mi. loops. SCAT, 4-wh. medics, amb., f.p.'s. 714/373-4647.

D-36 SCRAMBLES
Pioneer Arena, Oakdale, CA. Open traction. All classes & minis. Sil. rqd. Sign from 7:30 a.m., , prac 9, race 12 Noon. 209/869-1457.

MINIS TT & FLAT TRACK TROPHY DASH
Atlantic Park, Garden Grove, CA. Garden Grove Frwy. to Magnolia exit, S to Westminster. Mail address 17092 Santa Isabel, Fountain Valley, CA 92708. Sign 9:30 a.m., race 10:30 a.m. 714/842-9778.

HRA HALF-MILE & TT
395 Cycle Pk., Adelanto, CA. No memb. rqd., 2-strokes must have silencers. 25% brass same day, 100% pro p.b. Free camping 714/245-1246 or 246-6109.

DRAG HILL CLIMB
De Anza Cycle Park. East of Riverside Fwy. on Hwy. 60 — Take Theodore off-ramp. Easy Hill — Any MX or Desert Rider can make it easily. Stock & Modified class. 714/653-5840 or 653-7979.

MOTOCROSS
Moreno Valley M.C. De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

D-38 TT SCRAMBLES
Dehesa Race Pk., I-8 E. from San Diego, CA. to Harbison Cyn. Rd., then to Dehesa Rd., L., follow signs. Sign 8:30 a.m., race 10. 714/477-7083.

D-38 HARE SCRAMBLES
Superstition Mtn., 10 mi. No. of Plaster City, CA. 2x45 mi. loops. Recomm. tall gearing, big tanks. Extra gas can be taken to C/P 2 10 a.m. start. 714/276-7580 after 6.

Thursday, Apr. 25

R.A.C.E. NIGHT MX
Corona Rcwy., Corona, CA. Hwy 91 to Pierce, Rt. to Magnolia, Rt. again to Buchanan, to track. Open 5:30 p.m., race 7:30. 714/735-1705.

NIGHT MX, HALF-MILE & SHORT TRACK
Corona Rcwy., off Hwy 91, Corona, CA. Open 5 p.m., sign 6, race 7:30. Sandak, 714/870-5220.

Friday, Apr. 26

D-36 SCRAMBLES
Vallejo Spdwy., Vallejo, CA. Class C traction, sil. rqd. 92db limit, meter on grounds. Minis, too. Sign 5 p.m., prac to 6:30. 707/644-0741.

AME NITE MX
Indian Dunes, Valencia, CA. International Course. First race 8 p.m. 805/259-8000.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Entry $5 all classes. Jr., Int., Ex. & Pro. Pros race for guar. purse. Open 4:30 p.m. Signup closes 6:30, race 7:30. CMC lic. rqd. $3,000 sed. cov. 213/334-4949 or 714/557-3323.

AMA HALF-MILE
Ascot Silver Medal Series, 18300 S. Vermont, Gardena, CA. $2,000 purse ea. race, $500 pt. fund ea. race. Total for series $10,000 purse, $5,000 contingencies. See ad, clip coupon, save spectator $$$. Open 4:30 p.m., first race 6:30. Class C traction.

AMC NIGHT MX
Orange County International Raceway, Irvine, CA. Open 5 p.m., prac: 6-7, first race 7:30. Members $5, $10 Expert, non-members $2 extra. 100% payback. 714/532-3923

April 27-28

I.S.D.T. QUALIFIER
Barstow, CA. Approx. 400 mi., 200 mi./day. Exper. riders only, no novice desert or "C" enduro, please. Shamrocks M.C. 744 Doan Dr., Burbank, CA 91506.

Saturday, Apr. 27

CRC GRINGO 100 ENDURO
Ensenada, B.C., Mexico, 1 mi. parade thru town, start outside town, east to Mountains/trees & return. Pennzoil pre-mix provided at gas checks, limited entry, $15. 20% brass. fin. pins. Trophy party Sat. nite in Ensenada. 10 a.m. start, CRC, 6625 Dorinda, Riverside, CA 92503. 714/688-1291.

MOTOCROSS
Moreno Valley M.C. De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac 8, race 9:30. New course. 714/586-7964.

D-36 NITE SHORT TRACK
Stockton Fgds., Stockton, CA. Class C traction, Rider med. cov. $2.50 ride or watch. Sign 5:30 p.m., race 7:30. Stockton Scramblers 415/463-0478.

R.A.C.E. MX
Corona Rcwy. Hwy 91 to McKinley. All classes inc. oldtimers (32-up). 30% brass, 100% p.b. to Seniors. New course. Open 9:00 a.m., race 11:00. 714/735-1705.

SHORT TRACK
Petaluma Fgds. Spdwy., Petaluma, CA. Open 4 p.m., race 6:30. 707/762-8581.

SHORT TRACK & TT — NITE
Perris Rcwy., Perris, CA. Must be over 18 with ID or notorized statement on file for 74. Open 5 p.m., S.T. 6 p.m., TT following short track program. 714/657-3678.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA. Sign 5-7:30 p.m., prac 6:30, race 8. Sil. rqd. Free camping. 714/826-2386, 674-3658.

HANDICAP DRAG RACING
OCIR, Irvine, CA. Bike bracket, exclusively for motorcycles; opportunity for small-displacement owners. Cash and points awards. Open 1:30 p.m. Eliminations 7 p.m. 714/838-3593.

AMC MX
Carlsbad Rcwy., Carlsbad, CA. No mail entry, $5 post, $10 Ex. 40% brass same day, 100% Ex. p.b. Three 20-min. motos. Open 7:30 a.m., race 9. 714/532-3923. Non-members race $2 extra.

Sunday, Apr. 28

AFM ROAD RACE
Sears Point Rcwy., Rtes. 37 & 121, Sonoma Cty, CA. Pit passes $3, Pre/Post entry $12/$18. Extra bikes $4. Send money, name, addr., ph., bike(s), class(s), AMA & AFM No.'s to AFM, S.F. Chapter, P.O. Box 705, Brisbane, CA 94005. Open 7 a.m., first race 12 noon.

BENEFIT MX
395 Cycle Park, Adelanto, CA. Proceeds for Victorville H.S. Band O'seas tour. Contingencies by local merchants. Silencers. All classes, 40% brass. 714/245-5282 or 246-6109.

D-36 ROUGH SCRAMBLES
La Grange, CA. Open traction, also minis. $2.50 ride or watch. Sign 9 a.m., race 12 noon. West Side Eagles. 415/634-3202.

NORCAL/CMC MX
Altamont Spdwy., Livermore/Tracy, CA. Grantline Rd. off Hwy 580 to Midway Rd. Trophies & cash. All classes, minis, puff, O.T. Norcal Motocross, P.O. Box 3181, Hayward, CA 94545. 415/276-4152 or 886-5182.

D-36 SCRAMBLES
Happy Valley Rcwy. 5 mi. So. of Redding, Ca. on Hwy 99 to Canyon Rd. or Happy Valley Rd., follow signs. Class C tires, silencers rqd. Riders insured. Sign 9 a.m., race 12 noon. Shasta M.C. 916/241-7724.

D-31 MOTOCROSS
Arizona Desert Raceways, 9 m. W of Avondale on I-10 to Airport Rd. Am. & Ex. sign noon, race 2:30 p.m. All others sign 7 a.m., race 9:30. $50 first each Ex. class. 602/252-1900.

MOTOCROSS
Rawhide Park, Elsinore, CA. All classes. Race 9 a.m. 213/921-5466 or 714/689-0871.

D-36 TT SCRAMBLES
Sand Hill Ranch, From Livermore, CA. Hwy 580 to Vasco Rd., No. to Camino Diablo, Rt. to track. Sil. rqd., no motors to start before 8 a.m. 415/689-6722 or 634-3328. Class C traction.

D-36 MX
Argyll Pk., Dixon, CA. 12 mi. So on Hwy 113. All classes & minis, free insurance. Discount to car pools, 4 or more, 3 motos. Free camping. Sign 7 a.m., first moto 9:30. Rain phone 916/678-2809.

CMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Open 6:30 a.m., first race 9. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA., 92626.

AMC MX
Saddleback Park, Orange, CA. No mail entry, $5 post, $10 Ex. Non-members $2 extra. 40% brass same day, 100% Ex. p.b. Open 7:30 a.m., race 9. 714/532-3923.

NMA MINI SCRAMBLES
Sacramento Rcwy., 5305 Excelsior Rd., Sacramento, CA. 33% brass, NMA memb. rqd. Sign 8-9:30 a.m. 916/481-1418.

D-36 MOTOCROSS
Crazy Horse Cyn., 12 mi. No. of Salinas, CA on Hwy 101. Sand pit track. Ride $5, watch $2, kids $1. Sign 7 a.m., race 9:30. 408/422-9809.

INDIAN DUNES

4th Annual
World Mini Grand Prix
NMA Sanctioned
Saturday & Sunday, April 6 & 7
on International track
more than 1000 entries. . .top riders from across the U.S.

BCA Combo-Cross
Sunday, April 7
Shadow Glen track
100% payback to Ex
50% Super Trophies
to others (awarded same day)
Each race runs 45 min. beginner at 10 a.m.
No membership req'd.

$500.00
(Guaranteed cash purse to Experts)
FRIDAY NIGHT APRIL 12
AME Motocross Returns
50% Trophies
All Sportsman Classes:
Beg-Jr-Int-Mini-Vets-P. Puffs
(awarded same night.)
$3000.00 Riders Medical Plan starting April 12.
Sign-up 6 p.m. Prac: 7:15 1st race: 8 SHARP
Senior classes $10 — others $5.
Friday night AME sanctioned MX events continuing throughout the summer evenings with 100% cash payback to Ex, 20% Trophies to all Sportsmen classes & 50% Trophies every night going to Mini Cycle events.

NMA Mini Cycles
EVERY FRIDAY NIGHT
on Mini course beginning April 19 at 8 p.m.

NRA Spring Grand Prix
on Long, All Terrain course
Sunday, April 21
100% payback to Ex, 30% Trophies to others.

INDIAN DUNES PARK
Park open for riding 7 days a week. 7 a.m. till dark.
Located on Hwy 126, 2 mi. W. of Golden State Frwy (Int. 5)
Info: 805-259-8000

DRA Desert Racing Assoc. Presents

California City Grand Prix – 74

(the last of the real Grand Prixs)
SATURDAY, MAY 4: All Beg-PP-Mini & 3-Wheel (60 miles for Beg)
SUNDAY, MAY 5: All Nov-Am-Ex (80 miles Nov, 100 miles Am-Ex)
1/3 Desert, 1/3 Trails, 1/3 Asphalt
Race in Desert & through town
Dual DRA points.
Cash, 20% Trophies, Pins.
Classes for cash: 0-200, 250 & Open
$700 in prize money.
Ex – $100 1st, $50 1st in 3 classes
Am – $80 1st, $40 1st in 3 classes
Nov – $60 1st, $30 1st in 3 classes
PLUS additional $100 to 1st Overall in Am-Ex
Membership not req'd, but must have current classification card, either Desert, MX, Scrambles, etc. Send photocopy or ride Pie-Plate Expert. DRA MEMBERSHIP, $12 per year, Immediate Processing. Entry: $10 DRA Members, $12 non-members. Mail entry with 2 stamped addressed envelopes to:
DRA – California City Grand Prix
P.O. Box 2605
Calif. City, CA 93505
Info: 714-346-9335

BAKER TO VEGAS
LIMIT NOT FILLED
April 6
Post entry at race $12.00

Gas Condition good at Baker & Vegas
Start 9 a.m.
Limed from Baker

$300. to 1st Overall
$200. to 2nd Overall
$100. to 3rd Overall
(Pie Plate winners OK here)

Plus $900. to 9 class winners
0-200 Nov-Am-Ex $100. ea
250 Nov-Am-Ex $100. ea
Open Nov-Am-Ex $100. ea
(No Pie Plate winners here)

20% trophies – Double DRA points
super finish pins – Entry limited 2000 riders
Same day membership processing
$10 per year resident,
$5 per year No. Calif. & out of state.
Mail $12 now with entry
& 2 legal size 9½x4½ self addressed stamped envelopes to
DRA, P.O. Box 2605
California City, CA 93505
Info: 714-373-4647

Smuggler Family Enduro Poker Run

An easy course for Beginners.
A hard course for hot shoes.

1st prize:
$2000.00 Travel Trailer
Over 100 other prizes
Finisher pins

April 21, California City

Mail Entry:
Adults $6, 14 & under $4
Post Entry:
Adults $8, 14 & under $6

For further info & entry blanks, call or write:
Smuggler Trailers
10624 Midway Ave., Cerritos, CA 90701
(213) 924-2389

BAYMARE MOTOCROSS SCHEDULE

APRIL 7 REGULAR MOTOCROSS
3 MOTOS

APRIL 14
MX NATIONAL

RESCHEDULED BY AMA.

RAINED OUT ON MARCH 31.

GATES OPEN 8:00 A.M.
POST ENTRY $7.00
EXPERTS $10.00
RIDERS GATE $1.00
100% Payback—40% Brass
ALL CLASSES
No membership required
For information call (213) 434-1816

May 4-5

DRA CALIFORNIA CITY GP
Last of real GP's, town & desert race. See ad this section.

Sunday, May 5

NEW ZEALAND MOTO-SCRAMBLES
Rawhide Pk., Elsinore, CA. All classes; Old Timers (40+), puff, minis on spl. course. Six mi. loop. Cash to Ex., 25% Sptsm. Brass, 100% brass to minis. Ex/Sptsm entry $7/$5 Mail, San Bernardino M.C., 422 Sherwood St., Redlands, CA 92373. Any entry blank & SASE. Open 7 a.m., first 45 min. race 9 a.m. 714/792-4612 or 797-1986.

D-36 ENDURO
Wilseyville, CA. Limit 750 entries, Dwg. April 5 & positions determined by postmark thereafter. $7 entry, 2+2 Racing Team, P.O. Box 2321, Dublin, CA 94566. 415/846-0239.

TT – DINOSAUR RUN
Perris, Ca. old Perris TT course. No two strokes, no points. Old fashioned heat-semi-main program. Dust off your thumper. 213/378-0311.

May 11-12

VIRGINA CITY GP
Virgina City, Nv. D-36 MX cards will apply. Must have current AMA card. Pre/Post entry. $11/$12, limit 400 riders per day. Check or money order, official AMA entry & 2 SASE to W.S.R.A., P.O. Box 7244, Reno, Nv. 89502. 702/786-2385. See ad for more details.

Sunday, May 26

D-36 MARATHON 200
Two man, one bike. Limed from Hawthorne, NV. 4 x 50 mi. loops. 20% brass, 2 trophies per bike. Fin. pins. Camping but no water. Mail entry only, closes May 20. $25 per bike, C.D.R.A., Box 742, Babbitt, NV 89416. 702/945-2204.

June 1-2

D-37 VIEWFINDERS GP
Indian Dunes, Valencia, CA. Entries open Apr. 1, watch for Cycle News ad with official Viewfinders entry, or use D-37 entry blank. $10 & 2 SASE to 899 Darrell St., Costa Mesa, CA 92627. All classes plus minis, hacks, puff. 714/645-4178.

Alphabet Soup

BIGGIES

1974 AMA National Championships

5/19	M	San Jose, CA
5/26	HM	Denver, CO
6/2	RR	Gainesville, GA
6/8	HM	Louisville, KY
6/16	RR	Loudon, NH
6/23	HM	Columbus, OH
7/7	M	San Jose, CA
7/13	TT	Castle Rock, WA
7/20	TT	Gardena, CA
7/28	RR	Monterey, CA
8/4	HC	Muskegon, MI
8/9	ST	Hinsdale, IL
8/11	HM	Terre Haute, IN
8/18	TT	Peoria, IL
8/24	M	Indianapolis, IN
9/1	RR	Talladega, AL
9/8	M	Syracuse, NY
9/20	HM	Roosevelt, NY
9/22	HM	Toledo, OH
9/29	M	Albany, CA
10/6	RR	Ontario, CA
10/12	HM	Gardena, CA

1974 AMA National MX Championships

3/31	Moorpark, CA
4/6-7	Plymouth, CA
4/21	Washington, IN
4/28	Buchanan, MI
5/5	Morgantown, WV
5/19	Hamersville, OH
5/25	Wagaman, LA
6/30	Sonoma, CA
7/7	Baldwin, KS
7/21	Lexington, OH
8/11	Delta, OH
8/18	Mexico, NY
8/25	Hillsboro, OH

1974 International Calendar

500cc MX

4/21	Austria
5/5	France
5/26	Italy
6/3	Denmark
6/9	Czechoslavakia
6/16	W. Germany
7/7	Gr. Britain
7/14	U.S.A.
7/28	Holland
8/4	Belgium
8/11	Luxembourg

250cc MX

4/7	Spain
4/21	Italy
5/5	Czechoslavakia
5/12	Poland
5/19	Yugoslavia
6/2	Britain
6/9	W. Germany
6/16	Holland
8/4	Finland
8/11	Sweden
8/25	Switzerland

125cc MX

4/14	Italy
4/21	France
4/28	Switzerland
5/1	W. Germany
5/19	Belgium
5/23	Holland
5/26	Sweden
6/2	Finland
6/9	Yugoslavia
6/16	Poland
6/23	Austria
6/30	Czechoslavakia
7/14	Spain
7/28	U.S.A.
8/26	Britain

Trials

2/24	Belgium
3/3	Spain
3/16	Britain
4/28	France
5/5	Italy
5/18-19	Poland
6/2	W. Germany
8/18	Finland
8/25	Sweden
9/22	Czechoslavakia
9/29	Switzerland

FIM Formula 750

4/7	Italy
5/26	Spain
7/21	Sweden
7/31	Finland
8/10-11	Britain
9/29	W. Germany
10/6	U.S.A.

Road Racing

4/21	France
4/27-28	W. Germany
5/5	Austria
5/19	Italy
6/1-7	Isle of Man
6/29	Holland
7/7	Belgium
7/20-21	Sweden
7/27-28	Finland
8/25	Czechoslavakia
9/8	Yugoslavia
9/22	Spain

TransAtlantic Trophy Road Races (Anglo-American Match Races

4/12	Brands Hatch
4/14	Mallory Park
4/15	Oulton Park

California Road Race Calendar

4/7	ACA/Carlsbad
4/14	AFM/Ontario
4/21	AFM/Sears Pt. ACA/Riverside
5/5	CMC/ORIC
5/12	AFM/Ontario
5/19	AFM/Sears Pt. ACA/Carlsbad
5/26	ACA/Willow
6/2	AMF/Ontario
6/9	AMF/Sears Pt. CMC/OCIR

AMA 125cc National Motocross Series

4/6	Plymouth, CA
6/30	Sonoma, CA
7/7	Baldwin, KS
7/21	Lexington, OH
7/28	World Cup Event Springville, NY

1974 AMA Pacific Coast Regional Championships

4/21 TT	Boise, ID
5/31 TT	Clackamas, OR
6/15 TT	Castle Rock, WA
7/14 TT	Clackamas, OR
8/11 HM	Sturgis, SD

1974 B.R.A. Baja Championship Series

5/18	Hotel Lucerna 250
8/24	Baja 300
10/12	9th Laguna Salada 200
12/28	10th Laguna Salada 200
12/29	Payoff of Champions

1974 Inter-AMA Motocross

6/30	Sonoma, CA
7/7	Baldwin, KS
7/21	Lexington, OH
7/28	Springville, NY

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look – so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

WANT ADS

'72 AJS 250. PORTED, MILLED HEAD, down pipe, 34 Mikuni, close ratio gearbox, Kawasaki coil, Akronts, Rahm fenders, $450 or trade for small street bike. (714) 894-0412. (13)

Honda XL350 Single

Redline frame, engine never started, Barnes wheels & brakes. Many spares — tires, alloy-tanks, heads, cams & crank shaft and more. (714) 839-7474. (13)

'73 TM250 Suzuki

Lowered frame, Torque wheel, Arnaco's, Yokohamas, never raced, xlnt. cond., $650.00. (714) 557-8816 after 6 p.m. or (714) 546-7638. (13)

"73" SUZUKI 125 TM. PERFECT CONDITION, hasn't been ridden in 6 months, extras. $450.00 firm. (714) 794-3920. (13)

'72, 250 CZ

Super reliable, super handling, original piston. New: rings, Akronts, front tire, Barum tubes, air filter, chain, rear brake, grips, points, condenser. Receipts for everything. $700.00. Days: (213) 677-6132, (213) 973-8046. (13)

'73 BITAC 250 ALPINA, 1100 mi., $600.00. Work (714) 528-2314, home (714) 993-7339. (13)

Rickman 125

Used very little, 2 tanks and more. Three rail bike trailer, '74 tags. $400.00 for both or trailer, $65.00. (213) 286-1662. (13)

FOUND ABANDONED YARBROUGH 2 rail, no license. Call with serial number or proof it's yours. Ask for Zel (213) 870-4792. (13)

'71 PENTON, MANY EXTRAS. Motoplat, Konis, plastic tank and fenders, downpipe and trick engine work with extras, $400. Without extras, $300. Call (213) 943-7582. (13)

'73½ Yamaha 125 MX

Right on port job, gearing, jetting has R.D., 350 reeds built in. FAST. Need cash quick, $500.00 or best offer. Call after 5 p.m. (213) 832-0707. (13)

Speedway

'72 Jawa, dual SS-1 floats, aluminum tank, 22 inch wheel, fork brace, extra tires & gearing. Set up by Ed Williams, $1375.00. (714) 540-9086. (13)

'72 Husky 5 Speed

If you are in the market for this type machine — see this one. $895.00. Never been used. After 6:00 p.m. (714) 534-3110. (13)

36mm MIKUNI — VM36SC model — never used, $25. (213) 459-1583. (13/2x)

Super Chain For Super Bike

Made in U.S.A. Self lubricating and pre-stretched up to three times the life of a normal chain. Available now 5/8x3/8 or No. 530. Dealer inquiries invited. House of Suzuki, P.O. Box 8535, Fountain Valley, Ca. (2/TFN)

250 Maico, $400

'71, excellent condition, E.C. Birt engine and pipe. Mikuni carb., new top end, not ridden in one year. Call after 7 p.m. or weekends (213) 628-2214. (12/2x)

Cylinder Head By Branch

Jerry Branch flows and ports racing heads for champions. Going racing? Call Jerry at (213) 595-4659. 1637 E. Burnett, Long Beach. (7/TFN)

'71 Ford Ranchero — Sharp

Loaded — custom paint — disc brakes — $2195. (213) 768-0155. (12/2x)

Harley-Davidson Baja Owners

Now those hard to find H-D Baja parts are available at Krizman Engineering & Sales Co. We have genuine H-D parts and accessories in stock for immediate delivery. Racing goodies, porting, and dyno tuning. Write or phone: Kesco, 12990-D Bradford St., Arleta, CA. 91331. (213) 768-2233. (TFN)

250 YZ Yamaha 250 YZ

'73/74, new condition, $1000.00 firm. (213) 255-4564. (13)

Husky — Yamaha

Parts mail order. Same day expert service. Ask for Tim, Malcolm Smith's K&N Motorcycles, 1689 West La Cadena Drive, Riverside, California 92501. (714) 686-8014. (36/TFN)

Ossa 250 Phantom is Finally Here!

Dirt Bike West, 7139 Canoga Avenue, Canoga Park, California. (213) 340-6521. (12/2x)

Husqvarna

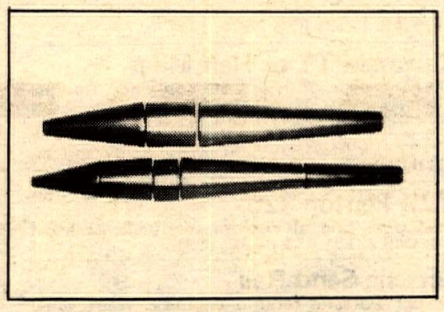
Guy Louis Motorcycles, 118 E. Wardlow Rd., Long Beach, CA. 90806. (213) 426-1359. (TFN)

Factory Shock Coolers

Moved your shock forward, shocks setting hot, dampening goes away? Larger oil reservoir and aluminum finned coolers solve that. Fits any shock, $48.00. (G.G. Chaplin, 61 5th Street, Cayucos, California 93430). (805) 995-3462. (12/2x)

Wanted Parts Girl or Partsman

Ted Evans Motorcycle (213) 390-3406. (12/TFN)



Expansion Chamber Cone Sets

20 Ga. steel rolled and seam spotwelded ready to design your own chamber. 3 Pc. sets, $12.00. 4 Pc. sets, $14.00. 5 Pc. sets, $16.00 Postpaid. California residents add 5% tax. Quanitity discounts available. Send your dimensions to Airco Sheet Metal, 15209 Grevillea Ave., Lawndale, Calif. 90260. (213) 675-5290. (TFN)

TM 125 SUZUKI, 4.00, raced little, for only $500. Reliable, runs fine. (714) 825-5747. (12/2x)

Service Manager

Mature, experienced, motorcycle oriented people located in Orange County. (714) 642-2311. (12/2x)

'70 HODAKA, street or dirt. '72 COTTON 175 Trials. (213) 376-6623. (12/3x)

Partsman Wanted

Large accessory store. Experienced. Excellent Los Angeles location. Good opportunity. Apply to: Cycle News, Inc., Box 498, Dept. R.C., Long Beach, Ca. 90801. (213) 876-3600. (12/3x)

'72 Yamaha 350 for $450.00

Excellent condition. (213) 597-2985. (12/TFN)

Trail and Trial Riders

Attention

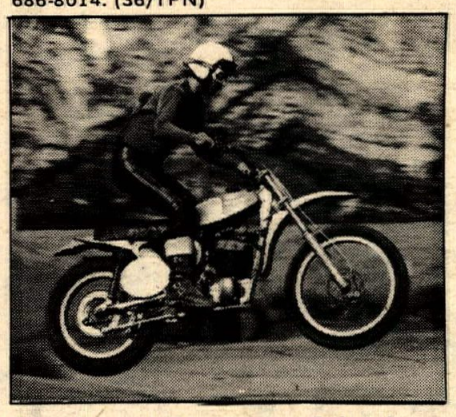
The second edition of ESCAPE BY TRAIL BIKE is now on sale. Send $3.50 to Cycle News, P.O. Box 498, Dept. Chris, Long Beach, Ca. 90801. (35/TFN)

Finisher Pins

We will reproduce any emblem, any size and shape. Cast pins with gold or silver plating, bright color fill. 3 weeks delivery. ACSCO Products, Inc., 313 North Lake St., Burbank, CA. 91502 or call (213) 849-5776. (12/2x)

Your 450 Husky Slow?

We can make your 450 much faster, smoother and start better. Complete job (parts, labor, 38mm Mikuni), $165.00. Malcolm Smith's K&N Motorcycles, 1689 West La Cadena Drive, Riverside, California 92501. (714) 686-8014. (36/TFN)



Russ Darnell Motocross School

April 6 and 7 Carnegie. April 9 and 10 Saddleback. April 11 and 12 Indian Dunes. Limited entry. $25 for two days. Learn the "pro" line. Learn to race relaxed. (213) 367-1722. (13)

250 Husky Reed Valve

Make that 250 a rocket. Complete installation (parts and labor), $100.00. Kit only for Bing carb., $36.50. Kit only for Mikuni carb., $30.00. Malcolm Smith's K&N Motorcycles, 1689 West La Cadena Drive, Riverside, California 92501. (714) 686-8014. (36/TFN)

Husky, Cherry 400

New engine, papers, better than new, extras. (213) 865-9311. (13)

'74 Yamaha DT250 Enduro

Never dirt ridden (600 miles). Must sell, $895. Warranty. (714) 537-9235. (13)

'71 SUZUKI 125 MX, excellent condition, 21", $225.00. (714) 630-4372. (13)

J.A.P. Speedway Bike

Mint condition — late 4-B engine, extras — $950.00. After 6:00 (213) CL 6-7862. (13)

Yamaha 175

Race ready, 21" frt., 4-18 rear, ported, hi comp. head, chamber, Filtron, PP's, nu Curnutts, fork brace, etc., etc. Must see! $450/offer. (213) 378-2638. (13)

1973 OSSA Pioneer, excellent cond. Take over payments. (714) 496-2270. (13)

Yamaha Swingarms

Chrome-alloy, needle bearing arms with Mid-Mount shocks. No frame modifications required on stock MX's. Adds 2" of rear wheel travel. '74 Enduros MX 250/360/500, $85.00. YZ 250/360, $85.00. Call or write for information on complete frame kits for all MX Yamahas. MAYNARD/PROFAB, 13666 Harbor Boulevard, Garden Grove, California. (714) 530-7340. (13/TFN)

'72, 250 CZ

A-1 cond., never raced, plastic tank & fenders, IRZ carb., 450-18 Eagle on rear, and more. Come see, make offer. (714) 538-9530. (13)

Honda Trail '70, One Owner

1972, clean, unmod., street legal, 1500 miles, '74 tags. Paul (213) 866-4016. (13)

Jawa Trail 90

'73, only 30 miles, street licensed, 2 months old, wife's bike, $225.00. Also 2 new CAT Mini-bikes, 3½ H.P., $75.00 each. (714) 962-2768. (13)

'73 YAMAHA 125cc in MAICO FRAME, $500.00. '74 YAMAHA 125cc MX frame, '71 ZUNDAPP engine 125cc plus extra engine for parts, $50.00. (213) 973-2900. (13/3x)

Tool & Die Maker

Boss says quit racing or quit work. Looking for job in motorcycle industry or some place where they're not down on bikes. Call after 6 p.m., still working. (714) 635-8139.

'70 YAMAHA 250. CURNUTTS, AKRONTS, 3 chambers, ported. New chain, sprocket, bottom & top end (receipts). Also all street stuff, many, many spare parts, $375.00. After 5 (213) 867-4755. (13)

HARLEY-DAVIDSON BAJA, SR 100, '70. Bored to 125cc, $350/offer. Good condition. Call Bob after three on weekdays (213) 322-2291. (13)

WILL TRADE — Husky leading links for stock Telescopics. Jon (213) 883-4649. (13)

'71 DT1 250 MX. RIDDEN VERY LITTLE, stored 1 year, must sell, $375.00. Call after 7 p.m. (714) 892-6177. (13)

Elsinore 250 Honda

One race — Curnutts, Tom Sawyer swingarm, bushings, Diamond chain, latest factory gear mods., new spare tire and tubes, new piston and rings — spares, $900.00 or ? (213) 341-8707. (13)

25% Savings on Insurance

Dealer garage liability 15% savings on Dealer's bonds. JOHN W. MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. Phone: (213) 836-5211. (TFN)

Honda Mechanic

Must have Honda experience, own tools. Full time, company benefits. Contact Ron Jackson, Honda of Santa Ana, 301 West Warren, Santa Ana, California. (714) 540-7430. (12/3x)

Wanted: CR750 Gas Tank

or equal, any condition, cheap. (714) 894-1522. (12/2x)

Moto Guzzi

SALES, SERVICE, PARTS, COMPETITION SERVICES, INC., 1244 No. Gaffey St., San Pedro (213) 547-2203. (TFN)

"73" YAMAHA 175 MX, desert ready, many extras, excellent condition, $500.00. (714) 633-0678. (13/2x)

1973 Suzuki TM 400-K

Betors, Soundmaster, gearing, Filtron, unbreakable levers, hardly ridden. Must sell, $575.00. (213) 773-1436. (13/2x)

'72, 400 CZ

Mikuni, DID, Konis, Rahm fenders, Magura controls, lots more. Ultra cherry, $850 or best. (714) 968-6990. (13)

'73 Yamaha 250 MX

$675.00 or trade for '73 or later 250 YAMAHA ENDURO or HONDA XL. (213) 530-3077. (13)

'73 Ford Van

Many extras, built to carry bikes and go camping, $3750.00. (213) 834-9765 or (213) 833-1489. (9/TFN)

ROAD RACERS. GET TWO RIDES for the price of one. Ex-Kel Carruthers TD-2B, TR-2B with spares. Both have fresh rebuilds. Asking $2500.00. (714) 271-8812. (12/4x)

1970 H-D 750 XR

Raced 14 times, absolutely cherry. Owned by service manager at H-D of Westminster. Call (714) 893-6274 Tues. through Sat. 8-6. $1,650 or best. Ask for Dennis. (12 /2x)

Need Stock 750 Honda Frame

Call (714) 839-5414. (10/4x)

Penton / KTM — Hi-Point

Sales — service — parts — modifications — preparation. Pacific Performance, 11 Mark Drive, San Rafel, CA. 94903. (415) 479-6120. (10/4x)

Brand New '73, 350 Sherpa T

Bike has only been run exactly 1 hour by arthritic 29 year ex-desert racer. Not 1 scratch. After 7:30 p.m. call (213) 271-9485 and days (213) 276-9736. (7/8x)

'70 BULTACO 125, light frame, $275. '69 4-speed engine, $50. '71 HONDA 70, low miles, $200. '69 HONDA Z-50, low miles, $100. Box Trailer 4x7, heavy duty, $150. (714) 522-8087. (11/4x)

Wanted Bultaco Metralla

Must be licensed. Age or condition not important if price is right. All parts must be present. (213) 790-2118. (11/EOI/3x)

KILLIONBORE — BORING, SLEEVING; proper tools, experience, care makes the difference. (616) 963-5192. (1/TFN)

Desert Sled Supreme

1972, 360 Yamaha. 1972 Barstow to Vegas 2nd overall. This baby's fast, reliable, and ready to race. Serious inquiries only please. Too many extras to list. Best offer near $700.00. (213) 256-6266. (13)

'71¾ Puch 125

30 Mikuni, clean and matched ports, down pipe, excellent condition, $500. (714) 524-8318. (13)

Bultaco Metralla

RR tires, rearsets, bars, etc. 2400 miles, $450.00. (213) 842-8732. (13)

MAICO 250cc, fresh trans, Mikuni, xlnt. cond. Must sell, $499. (213) 838-6041. (13)

'73 CZ 400

Moto-plat, tank, pipe, custom seat, heavy duty wheels, bars & levers, xlnt. cond., $850 or best. Many xtras. (213) 345-6134. (13)

DESERT 125 YAMAHA, too many extras to list, $300.00. (213) 425-2485. (13)

1973 Suzuki TM125

Getting 250 class bike. Must sell soon. Excellent condition, $550/offer. Call (213) 376-5460 eves. or (213) 263-1804 and leave phone number. (13/2x)

SUZUKI 100 MX — PORTED, RACING MAG, lengthened swingarm, Mavricks, 21" and much more. Everything clean, fresh. Handles fantastic — 100 class winner. $400.00 or offer. (213) 691-4280. (13)

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Than you need my Husky. "1971, 250cc, 4 speed." 2 new tires & front rim. Let's make a deal. "Must sell." Robert (213) 862-2840. (13)

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'72 Penton and 4 Bike Trlr, $400.00
Buy one or the other or both — best offer. Call after 6 p.m. (213) 867-4754. (13)

1973 Penton 125
Excellent condition, $500.00. (213) 944-6957. (13)

'71 Penton 125
Runs great, O/R sticker, PP fenders, new rear Akront, Curnutts, plastic tank, first $400 takes. Must sell. (213) 697-8906. (13)

TRADE: 1973 (late) 450 WR HUSQVARNA for a 350 HONDA 4 stroke single. Call Bill Bassett at (714) 559-3968. (13)

Going Sailing
So this is a good time for you to save with a 360 Husky enduro. Valerian's Mikuni kit, new Arnacos, 3.6 gal. tank, plastic fenders, licensed for street. Ride it to work weekdays and trophy the Open class on weekends. Call (714) 548-7618 for today's low price. (2/TFN)

1972, 250 CZ — exceptionally clean. $700.00 or best offer. (213) 429-5313. (13)

'74, 5 Mo. Old Radial 450 Maico
D.I.D. rims front and rear, heavy spokes, Wheelsmith pipe, Konis. Hardly ridden. Bike is like new, $1700.00 + new. Moving to Alaska, must sell, $1095.00. Eves. (213) 365-4212. (13)

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Like new, 20 ft., sleeps 6, fully self contained. Designed to carry 5 bikes, some extras, $3400. See at 5002 Cordoba Circ., La Palma, California. (213) 865-4160 or (714) 828-6671. (13)

'73, 250 CZ
Bought mid November. Completely equipped. $950.00 or first best offer. (213) 423-1919. (13)

Wanted TD or TA 3 ½ Miler
Must have Champion frame and all good stuff. (213) 869-9862. (13)

** Mustang Trike **
Antique '47' Mustang Trike. Comp. bike w/rebuilt engine & trans., extra block & engine parts, 2 spare trans., new rear brakes, new Acylic paint job, Vega mags w/new tires & 17" spool up front. Approx. 350cc's — $995. Call Deacon, ph. (213) 430-9256 Long Beach, Calif. (13/2x)

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Top condition — $1,100 or best offer. (213) 324-7748. (13)

Engine Wanted
250cc to 450cc. Must be complete. Must prove ownership. (714) 724-5320. (13)

'70 DKW 125, Only $250!!!
Many extras, a sensible buy at a great price. (213) 361-8461. (13)

Wanted — Maico Frame
No forks, 1971 or newer. After 1 p.m. (213) 360-1167. (13)

******Super Sachs 100******
Great condition, clean and fast. Call for all the details. (213) 896-2066. (13)

1974 Bultaco 360 Pursang
Moving, must sell! 30 days old, like new. Cost $1395 — First $895 takes it. (415) 892-3445 or (415) 897-7407. (13)

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Heavy duty const., new 15" tires, custom made with loading ramp and self-stand — $175.00. (213) 823-2600. (13)

Kawasaki TT or Half Miler
F81M motor 350 & 250 top end, Redline frame, Ceriani, Koni, etc. Many extras. After 8:00 p.m. Bill (714) 565-4441. (13/2x)

1973 YAMAHA 100 MX, many extras, $370.00 or offer. (213) 248-6897. (13)

'72½ Penton 125
Mettco porting, all custom, many extras. Must sell. Call (213) 831-6631. (13)

Porsche Sand Rail
1750cc Porsche rebuild engine & trans. Dual Solex carburetor, oil cooler, grooved sand tires plus dirt tires. Includes trailer & many extras, $1750. Consider selling engine separately. (213) 397-0890 evenings. (13)

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Need small house trailer to pull with small pickup. Call Marge (213) 487-5222 9-5, (213) 660-4692 after 6. (13)

SPEEDWAY bike, Jawa. New lower end, Lucas mag, 22" wheel. (714) 979-5071. (13/4x)

DUNSTALL NORTON 810. EVERY OPTION including mag wheel, fairing, etc. 3,000 miles. Must sell to highest bidder or $1375 — desperate for cash. Eve. (714) 646-8515. (13)

'72 Montesa 250
MX or desert, excellent cond., many extras. $700.00/or best offer. (714) 993-2180. (13)

Wanted To Buy Or Will Sell
Need Honda 125 SL complete engine (mine stolen) or will sell complete bike less engine. Let's make a deal — cash. (714) 557-7630. (13)

Trick Combat
'73, 125 Hodaka, ported, milled head, pipe, Swanco swingarm, Curnutts, fork kit, plastic tank levers & fenders, Diamond chain, lightweight gear, $600. (714) 997-4823. (13)

'72, 125 Monark, Only $400
This is a really fast 125 that blows off 250's. Plastic tank & fenders, Konis, Cross 4 spokes, Suzuki 90 pipe, new tires, new bore, & stock tank never used. (213) 380-7595. (13)

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Two and four stroke pipes. Also silencers. Call Bob at: (213) 679-0559. 15209 Gravillea Avenue, Lawndale, California 90260. (12)

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TD2B Kent National Novice winner. Reliable. The best way to start G.P. road racing. Easy to ride but a proven winner. Trick engine, Krober, Vesco seat. Spares include: Crank, new cylinders, fairing, pistons, rings, bearings, transmission gears, tires, much more. Immaculate condition, $1100.00. (707) 745-0235. (11/3x)

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Excellent condition, $1200. (This was the year of the go-fast 750.) Call after 5 p.m. (714) 985-1256. (13/TFN)

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Two and four stroke experience required. (213) 390-3406. Ted Evans Motorcycles, ask for Don. (13/TFN)

'72 Husky 450 WR
Perfect condition, $850.00. V.W. Dunebuggy and trailer, $1150.00. (213) 424-0863. (13)

Wanted Parts Manager
Experienced only. Harley Davidson of Long Beach, 3654 Long Beach Boulevard, Long Beach, California 90807. (213) 427-7101. (13/TFN)

'74 PENTON — 125cc — SPECIAL PIPE & porting by Emler, D.I.D. rims, Koba shift, excellent cond. Best offer over $700.00. (714) 493-2570. (13)

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Super clean, good condition. 3.5 gal. tank, $575.00. Days (213) 944-8911 — nights (714) 541-4774, ask for Rex. (13)

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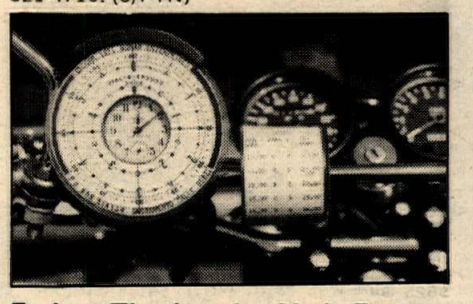
Bike has only been run exactly 1 hr. by arthritic 29 yr. X desert racer. Not 1 scratch. (213) 276-9736. (7/8x)

Reward
Wanted experienced Honda/Kawasaki mechanic. Also experienced parts counter person. Top pay, paid insurance, paid holidays, incentive program for mechanic. Orange County area. Call Bob at (714) 821-4710. (3/FTN)



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380 Desert CZ
New top and bottom end. Other trick stuff. $500.00 CHEAP. Call (714) 492-1995. (4/TFN)

WANTED: Basket cases/parts, especially Triumph, BSA, Norton. Tom (213) 391-9486. (13/5x)

'72 Rickman Metisse 250 Mont.
Super fast, dependable, beautiful. Akronts, Mikuni carb., silencer, bash plate, more. $600 or trade for Alpina or Sherpa T. (213) 860-0981. (13)

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Made in U.S.A. Self lubricating and pre-stretched up to three times the life of a normal chain. Available now 5/8x3/8 or No. 530. Dealer inquiries invited. House of Suzuki, P.O. Box 8535, Fountain Valley, Ca. (2/TFN)

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for large Harley Davidson agency in New England. To take direct charge of service department. Must be able to "trouble shoot" on all models. P.R. experience very important. Should have at least 7 years experience with H.D. motorcycle, preferably more. Starting salary 17M plus liberal benefits. Will pay moving expense if relocation is necessary. Only top qualified men need to apply. Send resume to: Cycle News, Inc., P.O. Box 498, Dept. D.A.F., Long Beach, California 90801. (11/4x)

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Elsinore 250, '73½
6" ply, Cheng Shin, never raced, and only ridden 5 times. $900.00 or best offer. Call (213) 869-6552 after 5:00 p.m. (10/TFN)

1972 CZ 400
PREMIUM CONDITION GUARANTEED. Not used for eleven months. All extras, very tight and fast. Sacrifice, $650. (805) 967-8817. Will deliver. (13)

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Immaculate, new engine & trans. (incl. sleeve, stock bore) lowered engine, Honda seals, Barnett clutch, Curnutts, dual coil ignition, much more, $750.00. (213) 360-6868. (13)

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1970 OSSA STILETTO TT, new top end, Motoplat & tires, etc. New BUL forces sale, $350.00. (213) 547-3754 eves. (13)

'72½ PENTON 125 MX. IMMACULATE CONDITION, all trick modifications, 203 lbs. soaking wet, faster than Honda and handles better too. Over $1,300 invested, have all receipts, stock equipment included. Must sell immediately, buying 250 Penton. Sacrifice for $625, very firm. (213) 355-1229. (13)

Hey — Greeves Riders!
I'm Husky mounted — buy my bash plate, x-tra cables, F-wheel puller & holder, 3.0 gal. glass tank — x-lent cond. All for $40.00. After 7 p.m. (209) 674-4569. (13)

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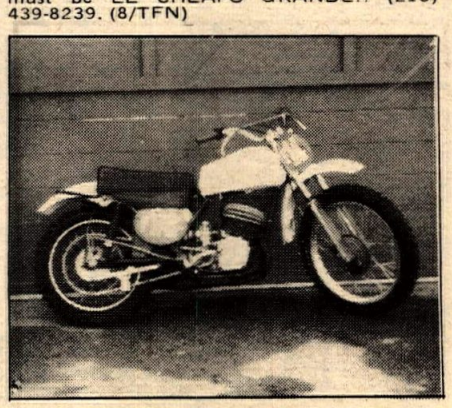
A cheap ol' Good'un or a good ol' cheap 'un. Funky British Single, old BMW, or what have you?? Don't mind if it needs a little work; must be EL CHEAPO GRANDE!! (213) 439-8239. (8/TFN)



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Perfect condition. It has everything. Fiberglass coffin tank, plastic fenders, G.P. swingarm, Koni's, 34mm Mikuni, electronic ignition, Sunburst head, custom downpipe, D.I.D., new tires front and back, and much, much more. Sacrifice $725.00. (213) 670-2449. (13)

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'72¾ CZ 250, Dependable
Like new, mint condition, many extras. Must sell, perfectly maintained. (213) 479-5674. (13)

'72½ Penton 125
Motoplat, Akront, P.P. fenders, excellent cond. and fast. $650.00 firm. (213) 848-0888. (13)

250 CZ Built By E.C. Birt
Ported for Expert, headwork, stuffed crank, 36mm Bing, E.C. pipe, X-4 8 gauge lacing on D.I.D.'s, trick tank, light weight, ramp, tie downs, gas cans, $750.00. (213) 342-2159. (13)

'71 Toyota Four Wheel Drive
Bike racks front & rear, extras, low mileage, excellent condition. Not a racer but a good bike hauler. (213) 837-1931. (13)

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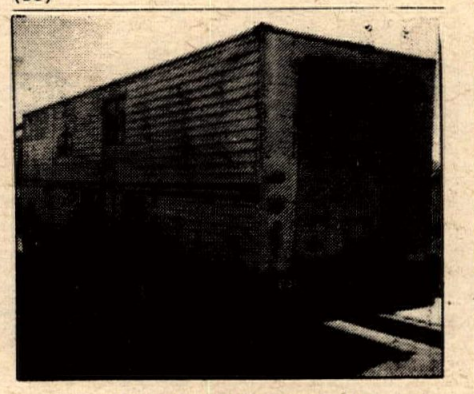
D.I.D. rims, "works" suspension, excellent MX'er, ready to win, $850.00. (714) 689-5156. (13)

1973 SL-125. PERFECT shape, street, dirt, extra tires, $400.00. (213) 644-2486. (13)



THIS INSULATED FORMER MAIL BUS is ideal for bike clubs or groups. Inside measurements: 30' long, 7'2" high and 89" wide. Rear roll up door 5'x6'. Perfect for loading bikes. Diesel engine, 8 MPG, and over 800 mile fuel range, $4750. (213) 375-9635. (13)

'72, 250cc YAMAHA MX, shocks moved up, $575 or best. (213) 343-3025. (13)

'73 Honda 125 Elsinore
Clean, runs good, good condition. $825.00 or best offer. (714) 545-7216. (13)

Sachs Parts:
Shift levers, shifting forks, linkage springs, gearbox internals, missed gears, etc. CHEAP AND USED VERY LITTLE! (Really!) Shifty (208) 345-5083.

I'm Hot For The Desert!
I'm set up for the desert, but need a new home. Honda MT-250, only $700.00. Call about me after 5 p.m. (714) 626-3218. (13)

RICKMAN TRIUMPH set up for TT racing, $800.00. (213) 397-3207. (13)

'70¾ CZ 250, Super Clean
Desert use only — Mikuni, bash plate, Arnaco's, extra sprockets, etc. A well maintained, never raced, one kicker, $495.00. (213) 454-2439. (13)

Wanted: Husky 125
Call Kevin after 3:30 p.m. (213) 794-2988. (13)

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1973, 125 Husky — extra tank, perfect condition. 3 rail trailer — 1st $895.00 takes it or will trade for new Porsche. (714) 755-7426. (13)

'72 — 250 CZ
Every extra available, including some not available. Trick frame, etc. $700.00. (714) 823-7772. (13)

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Like new condition, low miles, extras. Must sell, $750/offer. (213) 899-0710. (13)

1974 Ossa S.D.R. 250cc New
Only 350 miles. Filtron, heavy duty fork springs. Check this out!! Only $900.00. (213) 377-4711. (13)

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Like new, $599.00. (213) 830-8396. (13/2x)

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"66" model Bultaco Campera. Petty's, plastic tank and more. Super great condition, $150.00 or ? This will not last!! (213) 324-8265. (13)

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Guy Louis Motorcycles, 1118 E. Wardlow Rd., Long Beach, California 90806. (213) 426-1358. (TFN)

New Road Racers For Sale
Brand new 350 Yamaha, water-cooled. New 250 TD 3 road racers. Used 250 TD 3 road racers. Used 250 TD 2 road racers. Used 350 TR 2 road racers. Used 350 TR 3 road racers. One 250 Suzuki Prod. Spare parts — road race tires — Daytona seats. 8:30 a.m. — 5 p.m. (714) 465-9700 Dave Evans. (8/TNF)

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Good condition. See to appreciate, $600.00. (213) 834-9765 or (213) 833-1489. (9/TFN)

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21" Akront front wheel, lowered frame, Girling shocks, Patrick Bowers fork kit, plus much more, $400.00. (714) 689-5156. (13)

'70 Ossa 250cc
"Trick," Husky seat, Konis, Betor forks, cherry! Dependable. Sacrifice $495.00. Day (213) 886-2188, nites & weekends (213) 893-9874. (13)

'73 Kawasaki F-11, 250
Excellent condition, must sell. Konis, Bassani chamber, knobbies, extra parts. $775 or offer. (213) 248-6380. (13)

'71 MAICO 250cc engine complete. Needs first gear, offer. (714) 724-5320. (13)

'71 MAICO 400, handles great, fast, good condition. (714) 743-1381. $625.00. (13)

Baker Husky Frame
Works Kawasaki geom. Alloy triple clamps, seat, swingarm, pegs, and more. Super light, fits all 4 spd. engine, $250.00. (714) 545-7795. (13)

'73 Bultaco Pursang 250
Super clean & many goodies, $675.00. (213) 896-6209. (13/2x)

'73 DKW 125 B, 6 SPEED ENDURO, Springer front end. New Motoplat, '74 license, 1178 miles, Filtron, Xdusor, P.P. fenders, $600.00. (213) 358-5514. (13)

'73 MK 6, 250 Pursang
Ports matched, 38 Amal, runs strong, $800.00. Eve. (213) 447-1807. (13)

360 Yamaha, $175
'71 Enduro, dirt, blown 2nd gear. Must sell, moving. (213) 894-6283. (13)

250 Maico, $400
'71, excellent condition, E.C. Birt engine and pipe. Mikuni carb., new top end, not ridden in one year. Call after 7 p.m. or weekends (213) 682-2214. (13)

1974 YZ 250 YAMAHA. NEAR NEW, extras, $1375.00. 1973 MK 400 HUSQVARNA, super cherry, $1225.00. Profab HUSQVARNA GP frame, forward mounted shocks, $250.00. (805) 831-9684. (13)

650cc BSA
1967, excellent condition — custom paint, $650.00. Must sell. (714) 962-1672. (13)

'72 Yamaha 200 Twin, Like New
6,000 miles, Freeway Flyer, easy on gas. Must sell, $350.00. (213) 691-1497. (13)

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1972 BULTACO PURSANG 125 — ported, 32mm carb., Reed, and much more. Super deal! $375.00. (714) 595-4075. (13)

1971 RT1 — 360 ENDURO — YAMAHA, 1100 original miles, street legal, extras, like new, $725.00. Ph. (213) 862-4641. Call after 4:00 p.m. (13)

Large Luggage Rack For Van
Heavy duty, $125.00. (714) 534-2995. (13)

'74 TM 250 Suzuki
Polished ports, pipe, $850.00. (714) 827-3227. (13)

'72 Yamaha 360 MX
Konis, J&R pipe, plastic levers, MX & Enduro cylinders, flywheel, good condition. $700.00 or best offer. (213) 966-7620. (13)

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1973 Husky 450, fast, reliable, well maintained. (213) 448-6183 or (213) 355-9379. (13)

1973 Honda XL250, $650
Street legal equipment & licensed; 2,200 miles. Clean & reliable. (213) 370-8609. (13)

Yamaha 100 MX, Fast
Excellent condition, fresh top end, only 1000 miles on bottom end, chamber, polished ports, mild porting, and more extras. Asking $225.00. Ask for Jon (213) 254-1226. (13)

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1972 Kawasaki 100 MX
19" front wheel, Preston Pettys, Filtron, Uni levers, T&M pipe, cut rotary valve, extra frame & barrel, proven winner, good condition. (714) 638-8798. (13)

Never Raced It!
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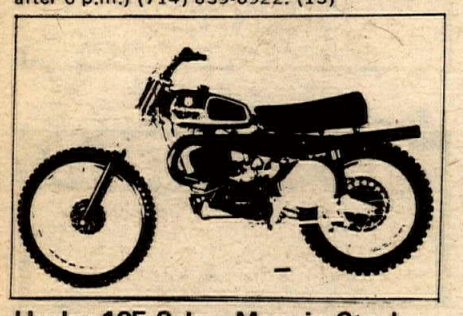

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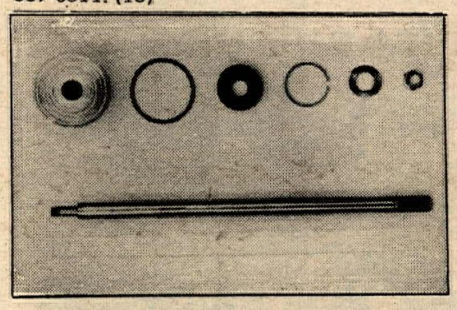

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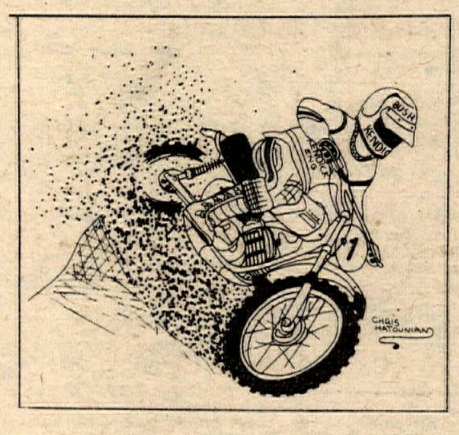

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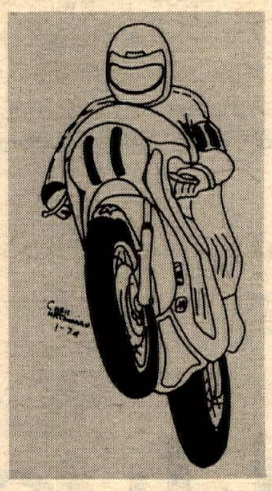

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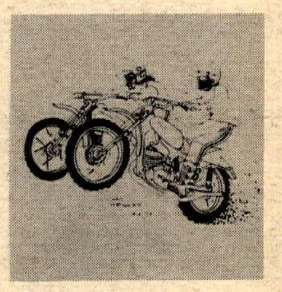

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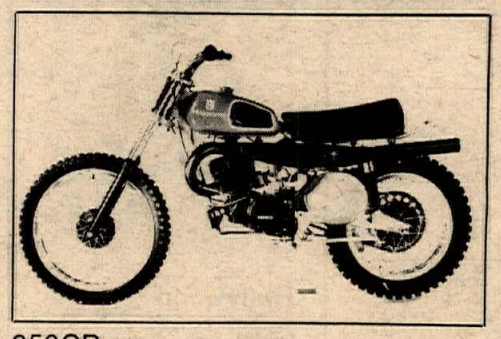

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